FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
LARGE AIRCRAFT

BIWEEKLY 2006-13

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LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability

Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency

Biweekly 2006-01

2005-22-10	R	Airbus	A320-111, -211, -212, -214, -231, -232, and -233
2005-24-11	COR, S 2003-09-03	Embraer	EMB-135BJ, -135ER, -135KE, -135KL, -135LR, -145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2005-25-01	COR	Embraer	EMB-120, -120ER, -120FC, -120QC, and -120RT
2005-26-07		Airbus	A318-111, A318-112, A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A320-111, A320-211, A320-212, A320-214, A320-231, A320-232, A320-233, A321-111, A321-112, A321-131, A321-211, and A321-231
2005-26-09		Pratt & Whitney	Engine: JT9D-7R4 turbofan
2005-26-15		Embraer	EMB-135BJ, -135ER, -135KE, -135KL, -135LR; EMB-145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2005-26-16	S 98-19-22	Airbus	A300 B2–1A, B2–1C, B2K–3C, B2–203, B4–2C, B4–103, B4–203, A300 B4–601, B4–603, B4–620, B4–622, B4–605R, B4–622R, F4–605R, F4–622R, C4–605R Variant F, A310–203, –204, –221, –222, –304, –322, –324, and –325
2005-26-17		Airbus	A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, C4-605R Variant F, F4-605R, F4-622R; A310-203, -204, -221, -222, -304, -322, -324, and -325
2005-26-18	S 2002-01-29	Rolls-Royce Deutschland	Engine: Tay 650-15 and 651-54 turbofan
2006-01-06		Airbus	A330-201, -202, -203, -223, -243, -301, -321, -322, -323, -341, -342, -343; A340-211, -212, -213, -311, -312, and -313
2006-01-51	E	Frakes Aviation	G-73

Biweekly 2006-02

2006-01-01		Gulfstream Aerospace LP	Gulfstream 100, Astra SPX, AND 1125 Westwind Astra
2006-01-02		McDonnell Douglas	DC–9–14, DC–9–15, DC–9–15F, DC–9–21, DC–9–31, DC–9–32, DC–9–32 (VC–9C), DC–9–32F, DC–9–33F, DC–9–34, DC–9–34F, DC–9–32F (C–9A, C–9B), DC–9–41, DC–9–51, DC–9–81 (MD–81), DC–9–82 (MD–82), DC–9–83 (MD–83), DC–9–87 (MD–87), MD–88, MD–90–30
2006-01-03		Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, A300 B4-2C, B4-103, and B4-203
2006-01-04	S 94-11-03	Raytheon	DH.125, HS.125, and BH.125 series; BAe.125 Series 800A (C-29A and U-125), 800B, 1000A, 1000B; Hawker 800 (including variant U-125A), and 1000
2006-01-07		Boeing	747-100, 747-100B, 747-200B, 747-200C, 747-200F, 747-400F, 747SR, and 747SP series
2006-01-08		BAE Systems (Operations) Limited	Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2006-01-09		BAE Systems (Operations) Limited	BAe 146-100A and -200A series
2006-01-10		Airbus	A300 B4–600, B4–600R, F4–600R series, C4–605R Variant F (collectively called A300–600 series airplanes). A310 series
2006-01-51	FR	Frakes Aviation	G-73 (Mallard) series; and G-73
2006-02-01		Airbus	A330-201, -202, -203, -223, -243, -301, -321, -322, -323, -341, -342, -343; A340-211, -212, -213, -311, -312, -313, -541, and -642
2006-02-02		Embraer	EMB-120, -120ER, -120FC, -120QC, and -120RT
2006-02-03		Raytheon	Hawker 800XP
2006-02-04		Bombardier, Inc.	CL-600-1A11 (CL-600), CL-600-2A12 (CL-601), and CL-600-2B16 (CL-601-3A, CL-601-3R, and CL-604)
2006-02-05		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2006-02-06		Airbus	A310-203, -204, and -222, A310-304, -322, -324, and -325

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Biweekly 2006-03

2006-02-09	Airbus	A330-201, -202, -203, -223, -243, -301, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, and -313
2006-02-10	Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2006-02-11	McDonnell Douglas	C-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F (KC-10A and KDC-10), DC-10-40, DC-10-40F, MD-10-10F, MD-10-30F, MD-11, and MD-11F
2006-03-01	Embraer	ERJ 170-100 LR, -100 STD, -100 SE, and -100 SU
2006-03-02	Dassault Aviation	Falcon 2000, Falcon 2000EX
2006-03-03	Rolls-Royce plc	Engine: RB211 Trent 553-61, 553A2-61, 556-61, 556A2-61, 556B-61, 556B2-61, 560-61, and 560A2-61 turbofan

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Biweekly 2006-04			
2006-03-04		McDonnell Douglas	DC-8-33, DC-8-51, DC-8-53, DC-8-55, DC-8F-54, DC-8F-55, DC-8-63, DC-8-62F, DC-8-63F, DC-8-71, DC-8-73, DC-8-71F, DC-8-72F, and DC-8-73F
2006-03-05	S 93-02-03	Short Brothers	SD3-60 SHERPA, SD3-SHERPA, and SD3-60
2006-03-06		EMBRAER	EMB-135BJ, -135ER, -135KE, -135KL, and -135LR airplanes; and Model EMB-145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2006-03-07		Fokker	F.28 Mark -700 and 0100
2006-03-09		Airbus	A330-201, -202, -203, -223, -243, -301, -321, -322, -323, -341, -342, -343, A340-211, -212, -213 -311, -312, -313, -541, and -642
2006-03-10		Airbus	A318-111 and -112; A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-111, -211, -212, -214, -231, -232, and -233; and A321-111, -112, -131, -211 and -231
2006-03-11		British Aerospace	HS 748
2006-03-12		Boeing	737-100, -200, -200C, -300, -400, and -500
2006-03-13		McDonnell Douglas	DC–10–10, DC–10–10F, DC–10–15, DC–10–30, DC–10–30F (KC–10A and KDC–10), DC–10–40, DC–10–40F, MD–10–10F and MD–10–30F, MD–11 and MD–11F
2006-03-14		Rolls-Royce plc	Engine: RB211 Trent 500 Turbofan
2006-03-16		Hamburger Flugzeubau GmbH	HFB 320 HANSA
2006-04-01		Airbus	A300 B2-1A, B2-1C, B2K-3C, and B2-203 airplanes; Model A300 B4-2C, B4-103, and B4-203 airplanes; Model A300 B4-601, B4-603, B4-620, and B4-622 airplanes; Model A300 B4-605R and B4-622R airplanes; Model A300 F4-605R and F4-622R airplanes; Model A300 C4-605R Variant F airplanes; Model A310-203, -204, -221, and -222 airplanes; and Model A310-304, -322, -324, and -325
2006-04-03		Airbus	A330-201, -202, -203, -223, and -243 airplanes; Model A330-301, -321, -322, -323, -341, -342, and -343 airplanes; Model A340-211, -212, and -213 airplanes; Model A340-311, -312, and -313 airplanes; Model A340-541 airplanes; and Model 340-642
2006-04-04		Meggitt	Appliance: Smoke Detectors
2006-04-05		Bombardier	CL–600–2C10 (Regional Jet Series 700, 701, & 702), CL–600–2D15 (Regional Jet Series 705), CL–600–2D24 (Regional Jet Series 900)
2006-04-06	S 2000-24-02	Airbus	A318-111 and -112, A319-111, -112, -113, -114, -115, -131, -132, and -133 airplanes; Model A320-111 airplanes; Model A320-211, -212, -214, -231, -232, and -233 airplanes; and Model A321-111, -112, and -131 airplanes.
2006-04-07		BAE Systems	Bae 146 and Avro 146-RJ
2006-04-08		Airbus	A300 B4-601, B4-603, B4-620, and B4-622 airplanes, A300 B4-605R and B4-622R airplanes, A300 F4-605R and F4-622R airplanes, and A300 C4-605R Variant F airplanes; and Airbus Model A310-304, -322, -324, and -325
2006-04-09		Bombardier	CL–600–2C10 (Regional Jet Series 700, 701, & 702) airplanes CL–600–2D15 (Regional Jet Series 705) airplanes, CL–600–2D24 (Regional Jet Series 900) airplanes.
2006-04-10		Cessna	500, 550, S550, 560, 560XL, and 750

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Biweekly 2006-05			
2000-24-03 R1	R 2000-24-03	AvCraft Aerospace GmbH	328-100
2006-04-02		Embraer	EMB-135BJ, -135ER, -135KE, -135KL, -135LR, EMB-145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2006-04-11	S 2004-07-15	Airbus	A321-111, -112, and -131
2006-04-12	S 2004-15-03R1	General Electric Company	Engine: CF34-3A1, -3B1, CF34-1A, -3A, -3A1, -3A2, and -3B series turbofan
2006-04-13		Gulfstream	GIV-X, GV-SP series
2006-04-14		Boeing	757-200, 757-300 series
2006-05-01	COR	Rolls-Royce plc	Engine: RB211 Trent 553-61, 556B-61, 556-61, 560-61, 553A2-61, 556A2-61, 556B2-61, 560A2-61, 768-60, 772-60, 772B-60, 892-17, 884-17, 892B-17, 895-17, 875-17, 884B-17, and 877-17 turbofan
2006-05-02		Boeing	747-200F, 747-200C, 747-400, 747-400D, and 747-400F series
2006-05-04	S 2001-10-03	General Electric Company	Engine: CF34-1A, -3A, -3A1, -3A2, -3B, and -3B1 turbofan
Biweekly 2006-06			
2006-03-09	COR	Airbus	A330-201, -202, -203, -223, -243, -301, -321, -322, -323, -341, -342, -343, A340-211, -212, -213 -311, -312, -313, -541, and -642
2006-03-15		Boeing	747SP, 747SR, 747-100, -100B, -100B SUD, -200B, -200C, -200F, and -300 series
2006-05-01	COR	Rolls-Royce plc	Engine: RB211 Trent 553-61, 556B-61, 556-61, 560-61, 553A2-61, 556A2-61, 556B2-61, 560A2-61, 768-60, 772-60, 772B-60, 892-17, 884-17, 892B-17, 895-17, 875-17, 884B-17, and 877-17 turbofan
2006-05-03		Rolls-Royce plc	Engine: RB211 Trent 768-60, Trent 772-60, and Trent 772B-60 turbofan
2006-05-05		MT-Propeller Entwicklung GmbH	Propeller: MT, MTV-1, MTV-2, MTV-3, MTV-5, MTV-6, MTV-7, MTV-9, MTV-10, MTV-11, MTV-12, MTV-14, MTV-15, MTV-17, MTV-18, MTV-20, MTV-21, MTV-22, MTV-24, and MTV-25
2006-05-06	S 2001-14-07, 2001-15-03, and 2003-19-08	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series
2006-05-07		Aerospatiale	ATR42-200, -300, and -320
2006-05-08		Boeing	777-200 series
2006-05-09		Boeing	747-200C, -200F, -400, -400D, and -400F series
2006-05-10		BAE Systems (Operations) Limited	BAe 146-100A, -200A, -300A series, Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2006-05-11	S 2004-02-07	Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2006-06-03		Cessna	500, 501, S550, 550, 551, and 560
2006-06-04	S 93-13-07	McDonnell Douglas	DC-9-11, DC-9-12, DC-9-13, DC-9-14, DC-9-15, DC-9-15F, DC-9-21, DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-33F, DC-9-34, DC-9-34F, DC 9-32F (C-9A, C-9B), DC-9-41, DC-9-51, DC-9-81 (MD-81), and DC-9-82 (MD-82)
2006-06-05		Boeing	720 and 720B series

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Biweekly 2006-07

2006-05-11 R1	R 2006-05-11	Bombardier	CL-600-2B19 (Regional Jet Series 100 & 440)
2006-06-07		Fokker	F.28 Mark 0070 and 0100
2006-06-08		General Electric	Engine: CF6-80C2D1F turbofan
2006-06-09		Embraer	ERJ 170-100 LR, -100 STD, -100 SE, and -100 SU
2006-06-10		Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-300, 747-400, 747-400D, and 747SR series
2006-06-11		Boeing	747-100B SUD, 747-300, 747-400, 747-400D, and 747-200B series
2006-06-12		Aerospatiale	ATR72-101, -102, -201, -202, -211, -212, and -212A
2006-06-13		Airbus	A330-201, -202, -203, -223, -243, A330-301, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, A340-311, -312, and -313
2006-06-14		Airbus	A318-111 and -112, A319-111, -112, -113, -114, -115, -131, -132, -133, A320-111, A320-211, -212, -214, -231, -232, -233, A321-111, -112, -131, A321-211, -212, -213, -231, and -232
2006-06-15		Airbus	A318–111–112, A319–111, –112, –113, –114, –115, –131, –132, –133, A320–111, A320–211, –212, –214, –231, –232, –233, A321–111, –112, –131, A321–211, –212, –213, –231, and –232
2006-07-01		Embraer	EMB-135BJ, -135ER, -135KE, -135KL, -135LR, -145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2006-07-02		Bombardier	DHC-8-301, -311, and -315
2006-07-03		Airbus	A321-111, -112, -131, A321-211 and -231
2006-07-04		Boeing	737-600, -700, -700C, -800, and -900 series
2006-07-05		Airbus	A319-131, -132, -133, A320-232, -233, A321-131, -231, and -232
2006-07-07		Airbus	A300 B4-600, B4-600R, F4-600R series, and C4-605R variant F
2006-07-08		McDonnell Douglas	DC-9-11, DC-9-12, DC-9-13, DC-9-14, DC-9-15, DC-9-15F, DC-9-21, DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-33F, DC-9-34, DC-9-34F, DC-9-32F (C-9A, C-9B), DC-9-41, and DC-9-51
2006-07-09		Airbus	A318-111 -112, A319-111, -112, -113, -114, -115, -131, -132, -133, A320-111, A320-211, -212, -214, -231, -232, -233, A321-111, -112, -131, A321-211, -212, -213, -231 and -232
2006-07-11		McDonnell Douglas	DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), MD-88, and MD-90-30
2006-07-12		Boeing	737-100, -200, -200C, -300, -400, and -500 series
2006-07-13		Airbus	A310, A300 B4-601, B4-603, B4-620, B4-622, A300 B4-605R, B4-622R, A300 F4-605R, F4-622R, A300 C4-605R Variant F

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Biweekly 2006-08			
2005-05-20		Boeing	747–100, 747–100B, 747–100B SUD, 747–200B, 747–200F, 747–300, 747–400, 747–400D, 747SP, 747SR, 767–200, 767–300, 777–200, 777–300, and 777–300ER
2006-04-13 R1	R 2006-04-13	Gulfstream	GIV-X, GV-SP series
2006-07-10	S 91-09-07	Boeing	727, 727C, 727-100, 727-100C, 727-200, and 727-200F
2006-07-14		Boeing	767-200, -300, and -300F series
2006-07-16		Bombardier	DHC-8-400 series
2006-07-17		Boeing	727, 727C, 727-100, 727-100C, and 727-200 series
2006-07-18		Embraer	EMB-120, -120ER, -120FC, -120QC, and -120RT
2006-07-19		Aerospatiale	ATR42-200, -300, -320, -500, ATR72-101, -201, -102, -202, -211, -212, and -212A
2006-07-21		Boeing	757-200, and -200PF
2006-07-22		BAE Systems (Operations) Limited	BAe 146-100A, -200A, -300A series, Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2006-07-23		Boeing	757-200, -200PF, -200CB, and -300 series
2006-07-24		Boeing	757–200 and 757–300 series
2006-07-25	S 89-14-02	McDonnell Douglas	DC–8–11, DC–8–12, DC–8–21, DC–8–31, DC–8–32, DC–8–33, DC–8–41, DC–8–42, DC–8–43, DC–8–51, DC–8–52, DC–8–53, DC–8–55, DC–8F–54, DC–8F–55, DC–8–61, DC–8–62, DC–8–63, DC–8–61F, DC–8–62F, DC–8–63F, DC–8–71, DC–8–72, DC–8–73, DC–9–11, DC–9–12, DC–9–13, DC–9–14, DC–9–15, DC–9–15F, DC–9–21, DC–9–31, DC–9–32, DC–9–32 (VC–9C), DC–9–32F, DC–9–33F, DC–9–34, DC–9–34F, DC–9–32F (C–9A, C–9B), DC–9–41, DC–9–51, DC–9–81 (MD–81), DC–9–82 (MD–82), DC–9–83 (MD–83), DC–9–87 (MD–87), and MD–88
2006-07-26		Aerospatiale	ATR42-200, -300, -320, and -500
2006-08-02	S 2004-03-11	Boeing	747-200C and -200F series
2006-08-03		Sicma Aero Seat	Appliance: Cabin attendant seats
2006-08-04		Boeing	767-200, -300, -300F series, and 767-400ER series
2006-08-05		Fokker	F.28 Mark 0100
Biweekly 2006-09			
2006-07-07	COR	Airbus	A300 B4-600, B4-600R, F4-600R series, and C4-605R variant F
2006-08-10		General Electric	Engine: CT64-820-4 turboprop
2006-09-01	S 2005-19-06	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747SR, and 747SP series
2006-09-02		Boeing	757-200 and -200PF series
2006-09-03		Boeing	727, 727C, 727-100 and 727-100C series
2006-09-08		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)

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Biweekly 2006-10

2004-03-15 R1	R 2004-03-15	Bombardier, Inc.	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315
2006-09-04		Dassault Aviation	Falcon 900EX
2006-09-05		Airbus	A310-203, -204, -221, -222, A310-304, -322, -324, and -325
2006-09-06	S 99-07-12	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-300, 747-400, 747-400D, and 747SR series
2006-09-07		Airbus	A330-201, -202, -203, -223, -243, A330-301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, A340-311, -312, -313, A340-541, and A340-642
2006-09-09		Boeing	767-200, -300, -300F, and -400ER series
2006-09-11		Airbus	A319-111, -112, -113, -114, -115, -131, -132, -133; A320-211, -212, -214, -231, -232, -233; A321-111, -112, -131; A321-211 and -231
2006-09-12		Airbus	A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, A300 C4-605R Variant F airplanes (collectively called A300-600 series airplanes); A310-203, -204, -221, -222, -304, -322, -324, and -325
2006-09-13	S 95-04-11	Honeywell International Inc.	Engine: ALF502L, ALF502L-2, ALF502L-2A, ALF502L-2C, and ALF502L-3 series turbofan, and ALF502R series
2006-10-01	S 2003-14-17	Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2006-10-02		Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series
2006-10-03		Airbus	A319-111, -112, -113, -114, -115, -131, -132, -133; A320-111, -211, -212, -214, -231, -232, and -233
2006-10-04		Boeing	747-200B, 747-200C, 747-200F, 747-300, 747-400, and 747SP series
2006-10-05		SAAB AIRCRAFT AB	SAAB-Fairchild SF340A (SAAB/SF340A) and SAAB 340B
2006-10-06		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 and 440)
2006-10-07		Hamilton Sundstrand	Propeller: 14RF-9

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
Biweekly 2006-11			
2006-10-07	COR	Hamilton Sundstrand	Propeller: 14RF-9
2006-10-08	S 2002-01-15	Boeing	767-200, -300, and -300F series
2006-10-09		EMBRAER	EMB-120, -120ER, -120FC, -120QC, and -120RT
2006-10-10		Bombardier, Inc.	BD-100-1A10
2006-10-11		Airbus	A310-203, -204, -221, -222, -304, -322, -324, and -325
2006-10-12		BAE Systems (Operations) Limited	BAe 146-100A, -200A, -300A series, Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2006-10-13		Airbus	A330-223, -321, -322, and -323
2006-10-14		McDonnell Douglas	DC-9-11, DC-9-12, DC-9-13, DC-9-14, DC-9-15, DC-9-15F, DC-9-21, DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-33F, DC-9-34, DC-9-34F, DC-9-32F (C-9A, C-9B), DC-9-41, DC-9-51, DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), MD-88, MD-90-30; and 717-200
2006-10-15		Learjet	45
2006-10-16	S 2002-06-02 S 2003-13-09	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series
2006-10-17		Boeing	737-600, -700, -700C, -800, and -900 series
2006-11-01	S 2004-23-08	Airbus	A300 B4-605R, B4-622R, A300 F4-605R and F4-622R
2006-11-02		Viking Air Limited	DHC-7-1, DHC-7-100, DHC-7-101, DHC-7-102, and DHC-7-103
2006-11-03		Gulfstream	GV and GV-SP series
2006-11-04	S 2005-12-07	Airbus	A318, A319, A320, and A321
2006-11-05	S 2004-01-20	Rolls-Royce plc	Engine: RB211-22B, RB211-524B, -524C2, -524D4, -524G2, -524G3, -524H, RB211-535C, and -535E series turbofan
2006-11-06		Boeing	767-200 and -300 series
2006-11-07		Raytheon	Hawker 800XP
2006-11-08	S 2002-03-07	BAE Systems (Operations) Limited	BAe 146-100A, -200A, -300A, Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2006-11-09		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2006-11-10		EMBRAER	EMB-120, -120ER, -120FC, -120QC, and -120RT
2006-11-11	S 2001-20-12	Boeing	757-200, -200PF, -200CB, and -300 series
2006-11-12		Boeing	767-200, -300, -300F, and -400ER series
2006-11-13		Boeing	777-200 and -300 series
Biweekly 2006-12			
2006-04-11 R1	R 2006-04-11	Airbus	A321-111, -112, and -131
2006-10-18		Gulfstream Aerospace LP	Galaxy and Gulfstream 200
2006-11-15		EMBRAER	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, ERJ 190-100 STD, -100 LR, and -100 IGW
2006-12-03		Boeing	747-100B, 747-200B, 747-200F, 747-300, 747-400, 747-400F, and 747SP series
2006-12-04		Viking Air Limited	DHC-7-1, DHC-7-100, DHC-7-101, DHC-7-102, and DHC-7-103
2006-12-05	S 2004-08-03	Airbus	A300 B4-601, B4-603, B4-620, B4-622, A300 C4-605R Variant F, A300 B4-2C, B4-103, B4-203, A310-203, -204, -221, -222, A310-304, -322, -324, and -325
2006-12-06		Boeing	737-300, -400, -500, -700, -800 series, 747-400, 747-400F series, 757-200 series, 767-300 series, 777-300 series

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability

Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency

Biweekly 2006-13

2000-11-19 R1	R 2000-11-19	Boeing	767-200 and -300 series
2006-10-01	COR S 2003-14-17	Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2006-12-01		Airbus	A300 B4-605R, B4-622R, A300 C4-605R Variant F, A300 F4-605R, F4-622R, A310-304, -322, -324, and -325
2006-12-02		Airbus	A318, A319, A320, and A321
2006-12-08		Goodrich	Appliance: Evacuation Systems
2006-12-09	S 2004-01-07	BAE Systems (Operations) Limited	BAe 146-100A, -200A, -300A series, Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2006-12-10		Boeing	747-400 series
2006-12-11		Boeing	737-600, -700, -700C, -800, and -900 series
2006-12-12	S 2001-14-22	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-300, 747-400, 747-400D, and 747SR series
2006-12-13	S 2000-05-07	Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, B4-203, A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R Variant F
2006-12-14		Embraer	EMB-120,–120ER, -120FC, -120QC, and -120RT
2006-12-15		Bombardier, Inc.	DHC-8-400, DHC-8-401, and DHC-8-402
2006-12-16		Bombardier, Inc.	DHC-8-102, -103, -106, -201, -202, -301, -311, -314, and -315
2006-12-17	S 99-12-08	Boeing	737-200C series
2006-12-18		Short Brothers PLC	SD3-60 SHERPA, SD3-SHERPA, SD3-30, and SD3-60
2006-12-19		Hamilton Sundstrand	Propeller: 14RF-19
2006-12-20		Raytheon	HS.125 series 700A, 700B, BAe.125 series 800A (including variants C-29A and U-125), 800B, 1000A, and 1000B, Hawker 800 (including variant U-125A) and 1000, Hawker 800XP
2006-12-21	S 98-20-01	Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 400)
2006-12-22		Airbus	A320, A319 and A321
2006-12-23	S 2002-01-01	Boeing	737-100, -200, -200C, -300, -400, and -500 series
2006-12-24	S 95-17-15	General Electric	Engine: CF6-45/-50 and CF6-80A turbofan
2006-12-26		Boeing	777-200, -300, and -300ER series
2006-13-01	S 86-17-05 R1	Boeing	727-200 series
2006-13-02		Embraer	ERJ 170-100 LR, -100 STD, -100 SE, and -100 SU
2006-13-03		Boeing	757-200, -200PF, and -200CB series
2006-13-04		Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, B4-203, B4-601, B4-603, B4-605R, B4-620, B4-622, B4-622R, F4-605R, F4-622R, and C4-605R Variant F
2006-13-07	S 2000-14-12	McDonnell Douglas	MD-11 and MD-11F
2006-13-08		Airbus	A330–201, –202, –203, –223, –243, A330–301, –302, –303, –321, –322, –323, –341, –342, –343, A340–211, –212, –213, A340–311, –312, –313, A340–541, and A340–642
2006-13-09		Boeing	747-400 and 747-400D series
2006-13-13		Boeing	737-100, -200, -200C, -300, -400, -500, -600, -700, -700C, -800 and -900 series

2000-11-19 R1 Boeing: Amendment 39-14637. Docket No. FAA-2005-22488; Directorate Identifier 2005-NM-151-AD.

Effective Date

(a) The effective date of this AD is July 18, 2000.

Affected ADs

(b) This AD revises AD 2000-11-19.

Applicability

(c) This AD applies to Boeing Model 767-200 and -300 series airplanes, certificated in any category; as identified in Boeing Service Bulletin 767-25A0260, Revision 3, dated July 7, 2005; equipped with Goodrich off-wing ramp/slide having basic part numbers (P/N) 101630-XXX, 101654-XXX, 101655-XXX, or 101656-XXX, where X is a variable; excluding those airplanes that have been converted from a passenger to freighter configuration, and on which the off-wing escape system has been removed or deactivated.

Unsafe Condition

(d) This AD results from reports of worn and damaged door latches and disconnect housings in the off-wing escape slide compartments. We are issuing this AD to ensure deployment of an escape slide during an emergency evacuation. Non-deployment of an escape slide during an emergency could slow down the evacuation of the airplane and result in injury to passengers or flightcrew. We are also issuing this AD to detect damaged disconnect housings in the off-wing escape slide compartments, which could result in unexpected deployment of an escape slide during maintenance, and consequent injury to maintenance personnel.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Requirements of AD 2000-11-19

Inspections

(f) Prior to the accumulation of 6,000 total flight hours, or within 18 months after July 18, 2000 (the effective date of AD 2000-11-19), whichever occurs later, perform a detailed inspection to detect wear or damage of the door latches and disconnect housings in the off-wing escape slide compartments, in accordance with Boeing Alert Service Bulletin 767-25A0260, dated July 9, 1998.

Repeat the inspection thereafter at intervals not to exceed 6,000 flight hours or 18 months, whichever occurs later.

Note 1: Boeing Alert Service Bulletin 767-25A0260, dated July 9, 1998, allows repetitive inspections of a door latch having part number H2052-11 or H2052-115, provided that the latch is not worn or damaged. However, replacement of any latch having part number H2052-11 or H2052-115 with a new latch having part number H2052-13 is described as part of a modification of the escape slide compartment door latching mechanism that is specified in Boeing Alert Service Bulletin 767-25A0174, dated August 15, 1991. Accomplishment of that modification is required by AD 92-16-17, amendment 39-8327, and AD 95-08-11, amendment 39-9200. Therefore, operators should note that any latch having part number H2052-11 or H2052-115 found during an inspection required by paragraph (f) of this AD is already required to be replaced in accordance with AD 92-16-17 or AD 95-08-11, as applicable.

(g) Inspections and corrective actions accomplished prior to July 18, 2000, in accordance with the Validation Copy of Boeing Alert Service Bulletin 767-25A0260, dated April 28, 1998, are considered acceptable for compliance with the applicable action specified in this AD.

Replacement

(h) If any part is found to be worn or damaged during the inspections performed in accordance with paragraph (f) of this AD, prior to further flight, replace the worn or damaged part with a new part, and perform an adjustment of the off-wing escape slide system, in accordance with Boeing Alert Service Bulletin 767-25A0260, dated July 9, 1998.

New Optional Actions

Compliance With Revisions 1 Through 3 of Referenced Service Bulletin

(i) Inspections and applicable corrective actions done after the effective date of this AD in accordance with Boeing Service Bulletin 767-25A0260, Revision 1, dated January 25, 2001; Revision 2, dated August 26, 2004; or Revision 3, dated July 7, 2005; are acceptable for compliance with the corresponding requirements of this AD.

Compliance With Another Service Bulletin

(j) Accomplishing the replacement in accordance with the Accomplishment Instructions of Boeing Service Bulletin 767-25A0275, Revision 3, dated April 24, 2003, is acceptable for compliance with the replacement requirements of paragraph (h) of this AD (i.e., Part 3 of the Work Instructions of Boeing Alert Service Bulletin 767-25A0260) for both disconnect housings only.

Alternative Methods of Compliance (AMOCs)

(k)(1) The Manager, Seattle Aircraft Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Material Incorporated by Reference

(l) You may use the service bulletins identified in Table 1 of this AD to perform the actions that are required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of the service bulletins identified in Table 2 of this AD in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) On July 18, 2000 (65 FR 37015, June 13, 2000), the Director of the Federal Register approved the incorporation by reference of Boeing Alert Service Bulletin 767-25A0260, dated July 9, 1998.

(3) Contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

TABLE 1.—ALL MATERIAL INCORPORATED BY REFERENCE

Boeing service bulletin	Revision level	Date
767–25A0260	([1])	July 9, 1998.
767–25A0260	1	January 25, 2001.
767–25A0260	2	August 26, 2004.
767–25A0260	3	July 7, 2005.
767–25A0275	3	April 24, 2003.

[1] Original issue.

TABLE 2.—NEW MATERIAL INCORPORATED BY REFERENCE

Boeing service bulletin	Revision level	Date
767–25A0260	1	January 25, 2001.
767–25A0260	2	August 26, 2004.
767–25A0260	3	July 7, 2005.
767–25A0275	3	April 24, 2003.

Issued in Renton, Washington, on May 31, 2006.

Kalene C. Yanamura,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 06-5210 Filed 6-9-06; 8:45 am]

BILLING CODE 4910-13-P

CORRECTION: [*Federal Register: June 12, 2006 (Volume 71, Number 112); Page 33614; www.access.gpo.gov/su_docs/aces/aces140.html*]

2006-10-01 Bombardier, Inc. (Formerly Canadair): Docket 2003-NM-233-AD. Supersedes AD 2003-14-17, Amendment 39-13236.

Applicability

Model CL-600-2B19 (Regional Jet Series 100 & 440) airplanes; certificated in any category; as identified in Bombardier Alert Service Bulletin A601R-26-017, Revision "D," dated November 6, 2003; and Bombardier Service Bulletin 601R-26-018, Revision "B," dated November 6, 2003.

Compliance

Required as indicated, unless accomplished previously.

To prevent fluid contamination inside the fire and overheat control unit in the flight compartment, which could result in a false fire alarm and consequent emergency landing, accomplish the following:

Restatement of Requirements of AD 2003-14-17

Installation of Protective Tape

(a) For airplanes listed in Bombardier Alert Service Bulletin A601R-26-017, Revision "A," dated September 8, 2000: Within 250 flight hours or 30 days after August 22, 2003 (the effective date of AD 2003-14-17), whichever occurs first, install protective tape on the external cover of the fire and overheat control unit located in the flight compartment per the Accomplishment Instructions of Bombardier Alert Service Bulletin A601R-26-017, Revision "A," dated September 8, 2000.

(b) Installation of protective tape on the external cover of the fire and overheat control in the flight compartment, done before August 22, 2003, per Bombardier Alert Service Bulletin A601R-26-017, dated August 4, 2000; or Revision "B," dated February 6, 2003; is acceptable for compliance with the requirements of paragraphs (a) and (c) of this AD.

New Requirements of This AD

Installation of Protective Tape

(c) For airplanes identified in Bombardier Alert Service Bulletin A601R-26-017, Revision "D," dated November 6, 2003; and Bombardier Service Bulletin 601R-26-018, Revision "B," dated November 6, 2003; on which the requirements specified in paragraph (a) of this AD have not been done as of the effective date of this AD: Within 250 flight hours or 30 days after the effective date of this AD, whichever occurs first, install protective tape on the external cover of the fire and overheat

control unit located in the flight compartment in accordance with the Accomplishment Instructions of Bombardier Alert Service Bulletin A601R-26-017, Revision "D," dated November 6, 2003. Accomplishment of this paragraph terminates the requirements of paragraph (a) of this AD.

Repetitive Inspections/Corrective Action

(d) Within 5,000 flight hours or 24 months after the effective date of this AD, whichever occurs first: Do a general visual inspection to determine the condition of the protective tape on the external cover of the fire and overheat control unit, in accordance with the Accomplishment Instructions of Bombardier Alert Service Bulletin A601R-26-017, Revision "D," dated November 6, 2003.

(1) If the protective tape is not damaged and provides an adequate seal to prevent entry of liquid at the fastener and hinge positions of the unit: Repeat the inspection thereafter at intervals not to exceed 5,000 flight hours or 24 months, whichever is later.

(2) If the protective tape is damaged or does not provide an adequate seal to prevent entry of liquid at the fastener and hinge positions of the unit: Before further flight, replace the protective tape with new tape in accordance with the service bulletin. Repeat the inspection thereafter at intervals not to exceed 5,000 flight hours or 24 months, whichever is later, until paragraph (e) of the AD is accomplished.

Note 1: For the purposes of this AD, a general visual inspection is defined as: "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to enhance visual access to all exposed surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

Replacement

(e) Within 20,000 flight hours or 89 months after the effective date of this AD, whichever occurs first: Replace the fire and overheat control unit with a modified unit, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 601R-26-018, Revision "B," dated November 6, 2003. Accomplishment of the replacement terminates the repetitive inspections required by paragraph (d) of this AD.

No Reporting Required

(f) Where Bombardier Alert Service Bulletin A601R-26-017, Revision "D," dated November 6, 2003; and Bombardier Service Bulletin 601R-26-018, Revision "B," dated November 6, 2003; describe procedures for completing a reporting sheet, this AD does not require that action.

Credit for Use of Previous Issues of Service Bulletin

(g) Actions accomplished before the effective date of this AD in accordance with Bombardier Alert Service Bulletin A601R-26-017, Revision `C,' dated November 3, 2003; and Bombardier Service Bulletin 601R-26-018, dated December 2, 2002; or Revision `A,' dated February 27, 2003; as applicable; are considered acceptable for compliance with the corresponding requirements of this AD.

Part Installation

(h) As of the effective date of this AD, no person may install a fire and overheat control unit, part number 472597-01, on any airplane, unless the unit has been modified per paragraph (e) of this AD.

Alternative Methods of Compliance

(i)(1) In accordance with 14 CFR 39.19, the Manager, New York Aircraft Certification Office (ACO), FAA, is authorized to approve alternative methods of compliance for this AD.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Incorporation by Reference

(j) Unless otherwise specified in this AD, the actions must be done in accordance with Bombardier Alert Service Bulletin A601R-26-017, Revision "A," dated September 8, 2000, or Bombardier Alert Service Bulletin A601R-26-017, Revision "D," dated November 6, 2003; and Bombardier Service Bulletin 601R-26-018, Revision "B," dated November 6, 2003; as applicable.

(1) The incorporation by reference of Bombardier Alert Service Bulletin A601R-26-017, Revision "D," dated November 6, 2003; and Bombardier Service Bulletin 601R-26-018, Revision "B," dated November 6, 2003; is approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) On August 22, 2003 (68 FR 42580, July 18, 2003), the Director of the Federal Register approved the incorporation by reference of Bombardier Alert Service Bulletin A601R-26-017, Revision "A," dated September 8, 2000.

(3) To get copies of this service information, contact Bombardier, Inc., Canadair, Aerospace Group, P.O. Box 6087, Station Centre-ville, Montreal, Quebec H3C 3G9, Canada. To inspect copies of this service information, go to the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or to the FAA, New York Aircraft Certification Office, 1600 Stewart Avenue, suite 410, Westbury, New York; or to the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Note 2: The subject of this AD is addressed in Canadian airworthiness directive CF-2000-35R1, dated July 2, 2003.

Effective Date

(k) This amendment becomes effective on June 12, 2006.

Issued in Renton, Washington, on April 28, 2006.
Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-4231 Filed 5-5-06; 8:45 am]
BILLING CODE 4910-13-P

2006-12-01 Airbus: Amendment 39-14625. Docket No. FAA-2006-24103; Directorate Identifier 2005-NM-241-AD.

Effective Date

(a) This AD becomes effective July 17, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Airbus Model A300 B4-605R and B4-622R airplanes, A300 C4-605R Variant F airplanes, A300 F4-605R and F4-622R airplanes; and Model A310-304, -322, -324, and -325 airplanes; certificated in any category, except those airplanes on which Airbus Modification 12897 has been accomplished in production.

Unsafe Condition

(d) This AD results from reports of a broken vent float valve in the left-hand outboard section of the trimmable horizontal stabilizer. We are issuing this AD to prevent, in the event of a lightning strike to the horizontal stabilizer, sparking of metal parts and debris from detached and damaged float valves, or a buildup of static electricity, which could result in ignition of fuel vapors and consequent fire or explosion.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Action Heading

(f) Within 36 months after the effective date of this AD: Replace Intertechnique vent float valve, part number (P/N) L87-13-001, in the trim tank with P/N L87-13-003; in accordance with Airbus Service Bulletin A300-28-6081, Revision 01, dated October 11, 2005 (for Model A300 B4-605R and B4-622R airplanes, A300 C4-605R Variant F airplanes, and A300 F4-605R and F4-622R airplanes); or A310-28-2155, Revision 01, dated October 17, 2005 (for Model A310-304, -322, -324, and -325 airplanes).

Acceptable for Compliance

(g) Accomplishment of the actions required by paragraph (f) of this AD that are done before the effective date of this AD in accordance with Airbus Service Bulletin A300-28-6081 (for Model A300

B4-605R and B4-622R airplanes, A300 C4-605R Variant F airplanes, and A300 F4-605R and F4-622R airplanes) or A310-28-2155 (for Model A310-304, -322, -324, and -325 airplanes), both dated February 16, 2005, is acceptable for compliance with the requirements of paragraph (f) of this AD.

Alternative Methods of Compliance (AMOCs)

(h)(1) The Manager, International Branch, ANM-116, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Parts Installation

(i) As of the effective date of this AD, no person may install a vent float valve, P/N L87-13-001, on any airplane.

Related Information

(j) French airworthiness directive F-2005-148, dated August 17, 2005, also addresses the subject of this AD.

Material Incorporated by Reference

(k) You must use Airbus Service Bulletin A300-28-6081, Revision 01, dated October 11, 2005; or Airbus Service Bulletin A310-28-2155, Revision 01, dated October 17, 2005; as applicable, to perform the
actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to
http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Renton, Washington, on May 26, 2006.
Jeffrey E. Duven,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-5124 Filed 6-9-06; 8:45 am]
BILLING CODE 4910-13-P

2006-12-02 Airbus: Amendment 39-14626. Docket No. FAA-2006-24949; Directorate Identifier 2006-NM-110-AD.

Effective Date

(a) This AD becomes effective July 3, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to all Airbus Model A318, A319, A320, and A321 airplanes, certificated in any category.

Unsafe Condition

(d) This AD results from a report that a fuel tank boost pump failed in service, due to a detached screw of the boost pump housing that created a short circuit between the stator and rotor of the boost pump motor and tripped a circuit breaker. We are issuing this AD to ensure that the flightcrew is aware of procedures to prevent the presence of a combustible air-fuel mixture in the fuel tank boost pump, which, in the event of electrical arcing in the pump motor, could result in an explosion and loss of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Part and Serial Number Inspection

(f) Within 10 days after the effective date of this AD, inspect to determine the part number (P/N) and serial number (S/N) of each fuel tank boost pump installed in the wing and center fuel tanks. A review of maintenance records may be performed instead of the required inspection if the P/N and S/N of the fuel boost pump can be conclusively determined from that review. For any airplane not equipped with any Eaton Aerospace Limited (formerly FR-HITEMP Limited) fuel pump having P/N 568-1-27202-005 with S/N 6137 and subsequent: No further action is required by this AD for that airplane except as described in paragraph (i) of this AD.

Revisions to the Airplane Flight Manual (AFM) and the Maintenance Program

(g) For airplanes equipped with one or more Eaton Aerospace Limited (formerly FR-HITEMP Limited) fuel boost pumps, having P/N 568-1-27202-005 with S/N 6137 and subsequent: Prior to

further flight after accomplishing the inspection required by paragraph (f) of this AD, do the actions specified in paragraphs (g)(1) and (g)(2) of this AD.

(1) Revise the Limitations section of the Airbus A318/A319/A320/A321 AFM and the FAA-approved maintenance program by incorporating the following. This may be accomplished by inserting copies of this AD into the AFM and the maintenance program.

"Apply the following procedure at each fuel loading:

Refueling:

Before refueling, all pumps must be turned off, in order to prevent them from automatically starting during the refueling process.

Ground fuel transfer:

For all aircraft, do not start a fuel transfer from any wing tank, if it contains less than 700 kg (1550 lb) of fuel.

For A318, A319, and A320 aircraft with a center tank, do not start a fuel transfer from the center tank, if it contains less than 2,000 kg (4,500 lb) of fuel.

If a tank has less than the required quantity, it is necessary to add fuel (via a transfer from another tank or refueling) to enable a transfer to take place.

Defueling:

For all aircraft, when defueling the wings, do not start the fuel pumps if the fuel quantity in the inner tank (wing tank for A321) is below 700 kg (1,550 lb). If the fuel on the aircraft is not sufficient to achieve the required fuel distribution, then transfer fuel or refuel the aircraft to obtain the required fuel quantity in the wing tank.

For A318, A319, and A320 aircraft with a center tank, when performing a pressure defuel of the center tank, make sure that the center tank contains at least 2,000 kg (4,500 lb) of fuel. If it has less than the required quantity, then transfer fuel to the center tank. Defuel the aircraft normally, and turn OFF the center tank pumps immediately after the FAULT light on the corresponding pushbutton-switch comes on."

(2) Revise the Limitations section of the AFM to incorporate the changes specified in Airbus Temporary Revision (TR) 4.03.00/28, dated May 4, 2006. This may be accomplished by inserting a copy of the TR into the AFM. When general revisions of the AFM have been issued that incorporate the revisions specified in the TR, the copy of the TR may be removed from the AFM, provided the relevant information in the general revision is identical to that in TR 4.03.00/28.

Optional Terminating Action

(h) Replacement of all subject fuel boost pumps on any airplane with boost pumps having a P/N other than P/N 568-1-27202-005; or with boost pumps, P/N 568-1-27202-005, having a S/N other than 6137 and subsequent; constitutes terminating action for this AD, and the limitations required by paragraph (g) of this AD may be removed from the AFM and the maintenance program for that airplane.

Parts Installation

(i) As of the effective date of this AD, no person may install a boost pump, P/N 568-1-27202-005, having S/N 6137 and subsequent, on any airplane.

Alternative Methods of Compliance (AMOCs)

(j)(1) The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Related Information

(k) The European Aviation Safety Agency (EASA) emergency airworthiness directive 2006-0106-E, dated May 2, 2006, also addresses the subject of this AD.

Material Incorporated by Reference

(l) You must use Airbus Temporary Revision 4.03.00/28, dated May 4, 2006, to perform the actions that are required by this AD, unless the AD specifies otherwise. (The approval date of Airbus Temporary Revision 4.03.00/28 is only indicated on page one of the document.) The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Issued in Renton, Washington, on June 7, 2006.
Kevin M. Mullin,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-5425 Filed 6-15-06; 8:45 am]
BILLING CODE 4910-13-P

CORRECTION: There is a mistake in the manufacturer's name of AD 2006-12-08, Federal Register (FR), page 33607, 2nd column, June 12, 2006. The correct name should be "Goodrich (Formerly BFGoodrich)". We've corrected this copy and will publish a correction to the FR in the near future.

2006-12-08 Goodrich (Formerly BFGoodrich): Amendment 39-14633. Docket No. FAA-2006-23890; Directorate Identifier 2005-NM-229-AD.

Effective Date

(a) This AD becomes effective July 17, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Goodrich Evacuation Systems Approved Under Technical Standard Order (TSO) TSO-C69b, as installed on Airbus Model A330-201, -202, -203, -223, -243, -301, -321, -322, -323, -341, -342, and -343 airplanes; Model A340-211, -212, -213, -311, -312, and -313 airplanes; and Model A340-541 and -642 airplanes; certificated in any category.

Unsafe Condition

(d) This AD results from a report indicating that, during maintenance testing, the pressure relief valves of certain Goodrich evacuation systems did not seal when activated, which allowed the pressure in the slide/raft to drop below the minimum allowable raft mode pressure. We are issuing this AD to prevent loss of pressure in the escape slides/rafts after an emergency evacuation, which could result in inadequate buoyancy to support the raft's passenger capacity during ditching, and increase the chance for injury to raft passengers.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Inspection

(f) Within 36 months after the effective date of this AD: Perform an inspection to determine the part number (P/N) of the pressure relief valve on the Goodrich evacuation systems in accordance with the Accomplishment Instructions of Goodrich Service Bulletin 25-355, dated July 25, 2005.

(1) If any pressure relief valve having P/N 4A3791-3 is installed, before further flight, replace the valve with a new or serviceable valve having P/N 4A3641-1 and mark the girt adjacent to the placard, in accordance with the Accomplishment Instructions of the service bulletin.

(2) If any pressure release valve having P/N 4A3641-1 is installed, before further flight, mark the girt adjacent to the placard in accordance with the Accomplishment Instructions of the service bulletin.

Part Installation

(g) As of the effective date of this AD, no person may install a pressure relief valve having P/N 4A3791-3, on any airplane equipped with Goodrich evacuation systems identified in Goodrich Service Bulletin 25-355, dated July 25, 2005.

Alternative Methods of Compliance (AMOCs)

(h)(1) The Manager, Los Angeles Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Related Information

(i) None.

Material Incorporated by Reference

(j) You must use Goodrich Service Bulletin 25-355, dated July 25, 2005, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Goodrich, Aircraft Interior Products, ATTN: Technical Publications, 3414 South Fifth Street, Phoenix, AZ 85040, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Issued in Renton, Washington, on May 31, 2006.
Jeffrey E. Duven,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-5208 Filed 6-9-06; 8:45 am]
BILLING CODE 4910-13-P

2006-12-09 BAE Systems (Operations) Limited (Formerly British Aerospace Regional Aircraft): Amendment 39-14634. Docket No. FAA-2005-23284; Directorate Identifier 2005-NM-163-AD.

Effective Date

(a) This AD becomes effective July 17, 2006.

Affected ADs

(b) This AD supersedes AD 2004-01-07.

Applicability

(c) This AD applies to all BAE Systems (Operations) Limited Model BAe 146-100A, -200A, and -300A series airplanes; and Model Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A airplanes; certificated in any category.

Unsafe Condition

(d) This AD results from a report indicating that in some cases the inspections required by AD 2004-01-07 revealed no damage, yet frame corrosion and cracking were later found during scheduled maintenance in the two forward fuselage frames 15 and 18. We are issuing this AD to prevent reduced structural integrity of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Inspections

(f) Use high-frequency eddy current and detailed methods to inspect for signs of corrosion (including cracks, blistering, or flaking paint) of frames 15, 18, 41, and 43, in accordance with the Accomplishment Instructions of BAE Systems (Operations) Limited Inspection Service Bulletin ISB.53-182, dated March 16, 2005. Inspect at the applicable time specified in 1.D. "Compliance" of the service bulletin. Application of corrosion-preventive treatment, in accordance with the service bulletin, extends the repetitive inspection interval, as specified in Table 2 in 1.D. "Compliance" of the service bulletin.

Note 1: For the purposes of this AD, a detailed inspection is: "An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirror, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate procedures may be required."

Corrective Action

(g) If any discrepancy is found during any inspection required by paragraph (f) of this AD: Before further flight, perform applicable related investigative/corrective actions in accordance with the Accomplishment Instructions of BAE Systems (Operations) Limited Inspection Service Bulletin ISB.53-182, dated March 16, 2005, except as required by paragraph (h) of this AD.

Exceptions to Service Bulletin Specifications

(h) If the service bulletin referenced in this AD specifies to contact the manufacturer for appropriate action, before further flight, repair per a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the Civil Aviation Authority (or its delegated agent).

(i) Although the service bulletin referenced in this AD specifies to submit information to the manufacturer, this AD does not include such a requirement.

(j) Where the service bulletin specifies a compliance time after the issuance of the service bulletin, this AD requires compliance within the specified compliance time after the effective date of this AD. And where the service bulletin specifies a compliance time "since date of construction" of the airplane, this AD requires compliance since the date of issuance of the original standard airworthiness certificate or the date of issuance of the original export certificate of airworthiness.

Alternative Methods of Compliance (AMOCs)

(k)(1) The Manager, International Branch, ANM-116, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.
(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Related Information

(l) British airworthiness directive G-2005-0019, dated July 6, 2005, also addresses the subject of this AD.

Material Incorporated by Reference

(m) You must use BAE Systems (Operations) Limited Inspection Service Bulletin ISB.53-182, dated March 16, 2005, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact British Aerospace Regional Aircraft American Support, 13850 Mclearen Road, Herndon, Virginia 20171, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.*

Issued in Renton, Washington, on May 31, 2006.
Jeffrey E. Duven,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-5206 Filed 6-9-06; 8:45 am]
BILLING CODE 4910-13-P

2006-12-10 Boeing: Amendment 39-14635. Docket No. FAA-2005-23250; Directorate Identifier 2005-NM-150-AD.

Effective Date

(a) This AD becomes effective July 17, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Boeing Model 747-400 series airplanes, certificated in any category, as identified in Boeing Special Attention Service Bulletin 747-35-2114, dated December 19, 2002.

Unsafe Condition

(d) This AD results from a report indicating that certain oxygen cylinder supports may not have been properly heat-treated. We are issuing this AD to prevent failure of the oxygen cylinder support under the most critical flight load conditions, which could cause the oxygen cylinder to come loose and leak oxygen. Leakage of oxygen could result in oxygen being unavailable for the flightcrew or could result in a fire hazard in the vicinity of the leakage.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Inspection and Corrective Action

(f) Within 18 months after the effective date of this AD, except as provided by paragraph (g) of this AD: Inspect the support bracket of the crew oxygen cylinder installation to determine the manufacturing date marked on the support, and do the corrective action as applicable, by doing all of the actions in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 747-35-2114, dated December 19, 2002. Corrective action, if applicable, must be done before further flight after the inspection.

(g) If the configuration of the crew oxygen cylinder installation is changed from a one-cylinder to a two-cylinder configuration: Do the actions required by paragraph (f) of this AD before further flight after the change in configuration, or within 18 months after the effective date of this AD, whichever is later.

Parts Installation

(h) On or after the effective date of this AD, no person may install an oxygen cylinder support bracket having part number 65B68258-2 and having a manufacturing date between 10/01/98 and 03/09/01 inclusive (meaning, a manufacturing date of 10/01/98 or later and 03/09/01 or earlier).

Alternative Methods of Compliance (AMOCs)

(i)(1) The Manager, Seattle Aircraft Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with 14 CFR 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Material Incorporated by Reference

(j) You must use Boeing Special Attention Service Bulletin 747-35-2114, dated December 19, 2002, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Issued in Renton, Washington, on May 31, 2006.
Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-5209 Filed 6-9-06; 8:45 am]
BILLING CODE 4910-13-P

2006-12-11 Boeing: Amendment 39-14636. Docket No. FAA-2005-20626; Directorate Identifier 2004-NM-243-AD.

Effective Date

(a) This AD becomes effective July 17, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Boeing Model 737-600, -700, -700C, -800, and -900 series airplanes; certificated in any category; as listed in Boeing Special Attention Service Bulletin 737-28-1199, Revision 1, dated December 15, 2005.

Unsafe Condition

(d) This AD was prompted by a report that an operator discovered many small chafe marks and exposed shield braid on fuel shutoff valve wires routed through a conduit in the wing. We are issuing this AD to prevent exposed wires that could provide an ignition source in a flammable leakage zone and possibly lead to an uncontrolled fire or explosion.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Parts Replacement

(f) Within 36 months after the effective date of this AD, replace the fuel shutoff valve wires and conduit assemblies in the left and right engine strut aft fairing areas with new fuel shutoff valve wires and conduit assemblies, by accomplishing all the actions in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 737-28-1199, Revision 1, dated December 15, 2005.

Actions Accomplished Using Prior Version of Service Information

(g) Actions accomplished before the effective date of this AD in accordance with Special Attention Service Bulletin 737-28-1199, dated September 9, 2004, are considered acceptable for compliance with the applicable action specified in this AD.

Alternative Methods of Compliance (AMOCs)

(h)(1) The Manager, Seattle Aircraft Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with 14 CFR 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Material Incorporated by Reference

(i) You must use Boeing Special Attention Service Bulletin 737-28-1199, Revision 1, dated December 15, 2005, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at http://dms.dot.gov; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Issued in Renton, Washington, on May 31, 2006.
Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-5205 Filed 6-9-06; 8:45 am]
BILLING CODE 4910-13-P

2006-12-12 Boeing: Amendment 39-14638. Docket No. FAA-2006-24102; Directorate Identifier 2005-NM-244-AD.

Effective Date

(a) This AD becomes effective July 17, 2006.

Affected ADs

(b) This AD supersedes AD 2001-14-22.

Applicability

(c) This AD applies to all Boeing Model 747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-300, 747-400, 747-400D, and 747SR series airplanes, certificated in any category.

Unsafe Condition

(d) This AD results from several reports of cracks of the station 800 frame assembly on airplanes that had accumulated fewer total flight cycles than the initial inspection threshold in the existing AD. We are issuing this AD to detect and correct fatigue cracks that could extend and fully sever the frame, which could result in development of skin cracks that could lead to rapid depressurization of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Restatement of the Requirements of AD 2001-14-22

Repetitive Inspections

(f) For Boeing Model 747-100, 747-100B, 747-100B SUD, -200B, 747-200C, and 747-200F series airplanes, as identified in Boeing Alert Service Bulletin 747-53A2451, including Appendix A, dated October 5, 2000: Do detailed, surface high-frequency eddy current (HFEC), and open-hole HFEC inspections, as applicable, for cracking of the station 800 frame assembly (including the inner chord strap, angles, and exposed web) between stringers 14 and 18, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 747-53A2451, including Appendix A, dated October 5, 2000; or Boeing Alert Service Bulletin 747-53A2451, Revision 1, dated November 10, 2005; after the effective date of this AD, only Revision 1 of the service bulletin may be used. Except as provided by paragraph (g) of this AD, do the inspection at the applicable time specified in

Table 1 of this AD, and repeat the inspections thereafter at intervals not to exceed 3,000 flight cycles until the initial inspections required by paragraph (h) of this AD are accomplished.

TABLE 1.—COMPLIANCE TIMES

Total flight cycles as of August 30, 2001 (the effective date of AD 2001–14–22)	Do the inspection in paragraph (f) of this AD at this time
(1) Fewer than 19,000	Before the accumulation of 19,000 total flight cycles, or within 1,500 flight cycles after August 30, 2001, whichever comes later.
(2) 19,000 or more, but 21,250 or fewer	Within 1,500 flight cycles or 12 months after August 30, 2001, whichever comes first.
(3) 21,251 or more	Within 750 flight cycles or 12 months after August 30, 2001, whichever comes first.

Adjustments to Compliance Time: Cabin Differential Pressure

(g) For Boeing Model 747-100, 747-100B, 747-100B SUD, -200B, 747-200C, and 747-200F series airplanes, as identified in Boeing Alert Service Bulletin 747-53A2451, including Appendix A, dated October 5, 2000, that are inspected before the effective date of this AD: Except as provided by paragraph (i) of this AD, for the purposes of calculating the compliance threshold and repetitive interval for the actions required by paragraph (f) of this AD, the number of flight cycles in which cabin differential pressure is at 2.0 pounds per square inch (psi) or less need not be counted when determining the number of flight cycles that have occurred on the airplane, provided that the flight cycles with momentary spikes in cabin differential pressure above 2.0 psi are included as full pressure cycles. For this provision to apply, all cabin pressure records must be maintained for each airplane: No fleet-averaging of cabin pressure is allowed.

New Requirements of this AD

Repetitive Inspections of Expanded Area at a New Reduced Threshold

(h) For all airplanes, at the applicable time specified in Table 2 of this AD, except as provided by paragraph (i) of this AD, do the following inspections of the station 800 frame assembly in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 747-53A2451, Revision 1, dated November 10, 2005: A detailed inspection for cracking of the inner chord strap, angles, and exposed web adjacent to the inner chords on the station 800 frame between stringer 14 and stringer 18; and surface HFEC and open-hole HFEC inspections for cracking of the inner chord strap and angles. Do the initial inspections at the applicable time specified in Table 2 of this AD, and repeat the inspections thereafter at intervals not to exceed 3,000 flight cycles. Accomplishing the initial inspections required by this paragraph terminates the inspection requirements of paragraph (f) of this AD.

TABLE 2.—REVISED COMPLIANCE TIMES

Total flight cycles as of the effective date of this AD	Do the inspections in paragraph (h) of this AD at this time
(1) Fewer than 16,000	Before the accumulation of 16,000 total flight cycles, or within 1,500 flight cycles after the effective date of this AD, whichever comes later.
(2) 16,000 or more, but 24,250 or fewer	Within 1,500 flight cycles after the effective date of this AD.
(3) 24,251 or more	Within 750 flight cycles after the effective date of this AD.

Adjustments to Compliance Time: Cabin Differential Pressure

(i) For the purposes of calculating the compliance threshold and repetitive interval for actions required by paragraphs (f) and (h) of this AD, on or after the effective date of this AD: All flight cycles, including the number of flight cycles in which cabin differential pressure is at 2.0 psi or less, must be counted when determining the number of flight cycles that have occurred on the airplane. However, for airplanes on which the repetitive interval for the actions required by paragraph (f) of this AD have been calculated in accordance with paragraph (g) of this AD by excluding the number of flight cycles in which cabin differential pressure is at 2.0 pounds psi or less: Continue to adjust the repetitive inspection interval in accordance with paragraph (g) of this AD until the initial inspections required by paragraph (h) of this AD are accomplished. Thereafter, no adjustment to compliance times based on paragraph (g) of this AD is allowed.

Repair

(j) If any cracking is detected during any inspection required by paragraph (f) or (h) of this AD, and the service bulletin specifies to contact Boeing for appropriate action: Before further flight, repair using a method approved in accordance with the procedures specified in paragraph (l) of this AD.

No Report Required

(k) Although the Accomplishment Instructions of Boeing Alert Service Bulletin 747-53A2451, including Appendix A, dated October 5, 2000; and Boeing Alert Service Bulletin 747-53A2451, Revision 1, dated November 10, 2005; describe procedures for reporting certain information to the manufacturer, this AD does not require that report.

Alternative Methods of Compliance (AMOCs)

(l)(1) The Manager, Seattle Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

(3) An AMOC that provides an acceptable level of safety may be used for any repair required by this AD, if it is approved by an Authorized Representative for the Boeing Commercial Airplanes Delegation Option Authorization Organization who has been authorized by the Manager, Seattle ACO, to make those findings. For a repair method to be approved, the repair must meet the certification basis of the airplane.

(4) AMOCs approved previously in accordance with AD 2001-14-22, are approved as AMOCs for the corresponding provisions of paragraphs (f) and (j) of this AD.

Material Incorporated by Reference

(m) You must use Boeing Alert Service Bulletin 747-53A2451, including Appendix A, dated October 5, 2000; or Boeing Alert Service Bulletin 747-53A2451, Revision 1, dated November 10, 2005; as applicable; to perform the actions that are required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of Boeing Alert Service Bulletin 747-53A2451, Revision 1, dated November 10, 2005, in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) On August 30, 2001 (66 FR 38891, July 26, 2001), the Director of the Federal Register approved the incorporation by reference of Boeing Alert Service Bulletin 747-53A2451, including Appendix A, dated October 5, 2000.

(3) Contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Issued in Renton, Washington, on May 31, 2006.
Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-5207 Filed 6-9-06; 8:45 am]
BILLING CODE 4910-13-P

2006-12-13 Airbus: Amendment 39-14639. Docket No. FAA-2004-19002; Directorate Identifier 2003-NM-27-AD.

Effective Date

(a) This AD becomes effective July 18, 2006.

Affected ADs

(b) This AD supersedes AD 2000-05-07, amendment 39-11616.

Applicability

(c) This AD applies to Airbus Model A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes, as identified in Airbus Service Bulletin A300-57A0234, Revision 05, dated February 19, 2002; and Model A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R Variant F airplanes, as identified in Airbus Service Bulletin A300-57A6087, Revision 04, dated February 19, 2002; except airplanes on which Airbus Modification 11912 or 11932 has been installed; certificated in any category.

Unsafe Condition

(d) This AD was prompted by new service information that was issued by the manufacturer and mandated by the French airworthiness authority. We are issuing this AD to prevent fatigue cracking of the main landing gear (MLG) attachment fittings, which could result in reduced structural integrity of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Restatement of the Requirements of AD 2000-05-07

Repetitive Inspections

(f) Perform a detailed inspection and a high-frequency eddy current (HFEC) inspection to detect cracks in Gear Rib 5 of the MLG attachment fittings at the lower flange, in accordance with the Accomplishment Instructions of any applicable service bulletin listed in Table 1 and Table 2 of this AD, at the time specified in paragraph (f)(1) or (f)(2) of this AD. After April 12, 2000 (the effective date of AD 2000-05-07), only the service bulletins listed in Table 2 of this AD may be used. Repeat the inspections thereafter at intervals not to exceed 1,500 flight cycles, until paragraph (h), (i), or (k) of this AD is accomplished.

TABLE 1.—REVISION 01 OF SERVICE BULLETINS

Model	Airbus Service Bulletin	Revision level	Date
A300 B4–601, B4–603, B4–620, B4–622, B4–605R, B4–622R, F4–605R, F4–622R, and A300 C4–605R Variant F airplanes.	A300–57–6087	01	March 11, 1998.
A300 B2 and A300 B4 series airplanes	A300–57–0234	01	March 11, 1998.

TABLE 2.—FURTHER REVISIONS OF SERVICE BULLETINS

Model	Airbus Service Bulletin	Revision level	Date
A300 B4–601, B4–603, B4–620, B4–622, B4–605R, B4–622R, FA–605R, F4–622R, and A300 C4–605R Variant F airplanes.	A300–57A6087	*02	June 24, 1999.
		*03	May 19, 2000.
		*04	February 19, 2002.
A300 B2 and A300 B4 series airplanes	A300–57A0234	02	June 24, 1999.
		*03	September 2, 1999.
		*04	May 19, 2000.
		*05	February 19, 2002.

* Including Appendix 01.

(1) For airplanes that have accumulated 20,000 or more total flight cycles as of March 9, 1998 (the effective date of AD 98-03-06, amendment 39-10298): Inspect within 500 flight cycles after March 9, 1998.

(2) For airplanes that have accumulated less than 20,000 total flight cycles as of March 9, 1998: Inspect prior to the accumulation of 18,000 total flight cycles, or within 1,500 flight cycles after March 9, 1998, whichever occurs later.

Note 1: For the purposes of this AD, a detailed inspection is defined as: "An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required."

Note 2: Accomplishment of the initial detailed and HFEC inspections in accordance with Airbus Service Bulletin A300-57A0234 or A300-57A6087, both dated August 5, 1997, as applicable, is considered acceptable for compliance with the initial inspections required by paragraph (f) of this AD.

Repair

(g) If any crack is detected during any inspection required by paragraph (f) of this AD, prior to further flight, accomplish the requirements of paragraph (g)(1) or (g)(2) of this AD, as applicable.

(1) If a crack is detected at one hole only, and the crack does not extend out of the spotface of the hole, repair in accordance with the Accomplishment Instructions of the applicable service bulletin in Table 2 of this AD.

(2) If a crack is detected at more than one hole, or if any crack at any hole extends out of the spotface of the hole, repair in accordance with a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, or the European Aviation Safety Agency (EASA) (or its delegated agent).

Terminating Modification

(h) Prior to the accumulation of 21,000 total flight cycles, or within 2 years after October 20, 1999 (the effective date of AD 99-19-26, amendment 39-11313), whichever occurs later: Modify Gear Rib 5 of the MLG attachment fittings at the lower flange in accordance with the Accomplishment Instructions of the applicable service bulletin in Table 3 of this AD. After the effective date of this AD, only Revision 04 of Airbus Service Bulletin A300-57-6088, and Revisions 04 and 05 of Airbus Service Bulletin A300-57-0235 may be used. Accomplishment of this modification constitutes terminating action for the repetitive inspection requirements of paragraphs (f) and (i) of this AD.

TABLE 3.—SERVICE BULLETINS FOR TERMINATING MODIFICATION

Model	Airbus Service Bulletin	Revision level	Date
A300 B4–601, B4–603, B4–620, B4–622, B4–605R, B4–622R, F4–605R, F4–622R, A300 C4–605R Variant F airplanes.	A300–57–6088	* 01	February 1, 1999.
		02	September 5, 2002.
		04	December 3, 2003.
A300 B2 and A300 B4 series airplanes	A300–57–0235	* 01	February 1, 1999.
		03	September 5, 2002.
		04	March 13, 2003.
		05	December 3, 2003.

* Including Appendix 01.

Note 3: Accomplishment of the modification required by paragraph (h) of this AD prior to April 12, 2000, in accordance with Airbus Service Bulletin A300-57-6088 or A300-57-0235, both dated August 5, 1998; as applicable; is acceptable for compliance with the requirements of that paragraph.

New Requirements of This AD

New Repetitive Inspections

(i) For airplanes on which the modification specified in paragraph (h) or (k) of this AD has not been done as of the effective date of this AD, perform a detailed and an HFEC inspection to detect cracks of the lower flange of Gear Rib 5 of the MLG at holes 43, 47, 48, 49, 50, 52, and 54, in accordance with the applicable service bulletin listed in Table 4 of this AD. Perform the inspections at the applicable time specified in paragraph (i)(1), (i)(2), (i)(3), or (i)(4) of this AD. Repeat the inspections thereafter at intervals not to exceed 700 flight cycles until the terminating modification required by paragraph (k) of this AD is accomplished. Accomplishment of the inspections per paragraph (i) of this AD, terminates the inspection requirements of paragraph (f) of this AD.

TABLE 4.—SERVICE BULLETINS FOR REPETITIVE INSPECTIONS

Model	Airbus Service Bulletin	Revision level	Date
A300 B4–601, B4–603, B4–620, B4–622, B4–605R, B4–622R, F4–605R, F4–622R, and C4–605R Variant F airplanes.	A300–57A6087	* 04	February 19, 2002.
A300 B2–1A, B2–1C, B2K–3C, B2–203, B4–2C, B4–103, and B4–203 airplanes	A300–57A0234	* 05	February 19, 2002.

* Including Appendix 01.

(1) For Model A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes; Model A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R Variant F airplanes; and Model C4-605R Variant F airplanes that have accumulated 18,000 or more total flight cycles as of the effective date of this AD: Within 700 flight cycles after the effective date of this AD.

(2) For Model A300 B2-1A, B2-1C, B2K-3C, and B2-203 airplanes that have accumulated less than 18,000 total flight cycles as of the effective date of this AD: Prior to the accumulation of 18,000 total flight cycles, or within 700 flight cycles after the effective date of this AD, whichever occurs later.

(3) For Model A300 B4-2C, B4-103, and B4-203 airplanes that have accumulated less than 18,000 total flight cycles as of the effective date of this AD: Prior to the accumulation of 14,500 total flight cycles, or within 700 flight cycles after the effective date of this AD, whichever occurs later.

(4) For Model A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R Variant F airplanes that have accumulated less than 18,000 total flight cycles as of the effective date of this AD: Prior to the accumulation of 11,600 total flight cycles, or within 700 flight cycles after the effective date of this AD, whichever occurs later.

Crack Repair

(j) If any crack is detected during any inspection required by paragraph (i) of this AD, prior to further flight, accomplish the requirements of paragraph (j)(1) and (j)(2) of this AD, as applicable.

(1) If a crack is detected at only one hole, and the crack does not extend out of the spotface of the hole, repair in accordance with Airbus Service Bulletin A300-57A0234, Revision 05, including Appendix 01, dated February 19, 2002 (for Model A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes); or A300-57A6087, Revision 04, including Appendix 01, dated February 19, 2002 (for Model A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R airplanes); as applicable.

(2) If a crack is detected at more than one hole, or if any crack at any hole extends out of the spotface of the hole, repair in accordance with a method approved by the Manager, International Branch, ANM-116, or the EASA (or its delegated agent).

Terminating Modification

(k) For airplanes on which the terminating modification in paragraph (h) of this AD has not been accomplished before the effective date of this AD: At the earlier of the times specified in paragraphs (k)(1) and (k)(2) of this AD, modify Gear Rib 5 of the MLG attachment fittings at the lower flange. Except as provided by paragraph letter (l) of this AD, do the modification in accordance with the applicable service bulletin in Table 5 of this AD. This action terminates the repetitive inspections requirements of paragraphs (f) and (i) of this AD.

(1) Prior to the accumulation of 21,000 total flight cycles, or within 2 years after October 20, 1999, whichever is later.

(2) Within 16 months after the effective date of this AD.

TABLE 5.—SERVICE BULLETINS FOR TERMINATING MODIFICATION

Model	Airbus Service Bulletin	Revision level	Date
A300 B4–601, B4–603, B4–620, B4–622, B4–605R, B4–622R, F4–605R, F4–622R, and C4–605R Variant F airplanes.	A300–57–6088	04	December 3, 2003.

Model	Airbus Service Bulletin	Revision level	Date
A300 B2–1A, B2–1C, B2K–3C, B2–203, B4–2C, B4–103, and B4–203 05 2003 airplanes.	A300–57–0235	04	March 13, 2003.
		05	December 3, 2003.

(l) Where the applicable service bulletin in paragraph (k) of this AD specifies to contact Airbus for modification instructions; or if there is a previously installed repair at any of the affected fastener holes; or if a crack is found when accomplishing the modification: Prior to further flight, modify in accordance with a method approved by the Manager, International Branch, ANM-116, or the EASA (or its delegated agent).

Post-Modification Inspections

(m) Within 700 flight cycles after doing the modification in accordance with paragraph (h), (k), or (l) of this AD, or within 6 months after the effective date of this AD, whichever occurs later, except as provided by paragraph (o) of this AD: Do a detailed and an HFEC inspection for cracks at holes 47 and 54 in the lower flange of Gear Rib 5, and do all related investigative and corrective actions before further flight, by doing all the actions specified in the Accomplishment Instructions of Airbus Service Bulletin A300-57A0246, including Appendix 01, dated May 20, 2005; or Airbus Service Bulletin A300-57A6101, including Appendix 01, dated May 20, 2005; as applicable. Where the applicable service bulletin specifies to contact Airbus for repair instructions: Prior to further flight, modify in accordance with a method approved by the Manager, International Branch, ANM-116, or the EASA (or its delegated agent). Repeat the inspection and related investigative and corrective actions thereafter at intervals not to exceed 700 flight cycles. If no crack is detected during the repeat inspection performed at or above 2,100 flight cycles after doing the modification in accordance with paragraph (h), (k), or (l) of this AD, then no further inspection is required. Except, at least one inspection is required after the accumulation of 2,100 flight cycles after installing the modification in accordance with paragraph (h) or (k) of this AD.

Actions Accomplished Per Previous Issues of the Service Bulletins

(n) Actions accomplished before the effective date of this AD, per the service bulletins listed in Table 6 of this AD, are considered acceptable for compliance with the corresponding action specified in this AD.

TABLE 6.—PREVIOUS ISSUES OF SERVICE BULLETINS

Airbus Service Bulletin	Revision level	Date
A300–57–0235	* 02	September 27, 1999.
	03	September 5, 2002.
A300–57–6088	02	September 5, 2000.
	03	March 13, 2003.

* Including Appendix 01.

Reporting

(o)(1) Although Airbus Service Bulletins A300-57A0234, A300-57-0235, A300-57A6087, A300-57-6088, A300-57A0246, and A300-57A6101, specify to submit certain information to the manufacturer, this AD does not include such a requirement, except as provided by paragraph (o)(2) of this AD.

(2) Where Airbus Service Bulletins A300-57A0246 and A300-57A6101 specify to submit a report of positive and negative findings of the post-modification inspection required by paragraph (m) of this AD, within 30 days after the effective date of this AD, submit a report only of the positive findings of post-modification inspections to Airbus, Customer Service Directorate, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. The report must include the inspection results, a description of any discrepancies found, the airplane serial number, and the number of landings and flight hours on the airplane. Under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 et seq.), the Office of Management and Budget (OMB) has approved the information collection requirements contained in this AD and has assigned OMB Control Number 2120-0056.

Alternative Methods of Compliance (AMOCs)

(p)(1) The Manager, International Branch, ANM-116, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

(3) AMOCs approved previously per AD 2000-05-07 are approved as AMOCs with this AD.

Related Information

(q) French airworthiness directives 2003-318(B), dated August 20, 2003; and F-2005-113 R1, dated July 20, 2005; also address the subject of this AD.

Material Incorporated by Reference

(r) You must use the service information listed in Table 7 of this AD to perform the actions that are required by this AD, unless the AD specifies otherwise.

TABLE 7.—MATERIAL INCORPORATED BY REFERENCE

Airbus Service Bulletin	Revision level	Date
A300–57A0234	02	June 24, 1999.
A300–57A0234	* 03	September 2, 1999.
A300–57A0234	* 04	May 19, 2000.
A300–57A0234	* 05	February 19, 2002.
A300–57A0246	Original *	May 20, 2005.
A300–57A6087	* 02	June 24, 1999.
A300–57A6087	* 03	May 19, 2000.
A300–57A6087	* 04	February 19, 2002.
A300–57A6101	Original *	May 20, 2005.
A300–57–0234	01	March 11, 1998.
A300–57–0235	* 01	February 1, 1999.
A300–57–0235	03	September 5, 2002.
A300–57–0235	04	March 13, 2003.
A300–57–0235	05	December 3, 2003.
A300–57–6087	01	March 11, 1998.
A300–57–6088	* 01	February 1, 1999.
A300–57–6088	02	September 5, 2002.
A300–57–6088	04	December 3, 2003.

* Including Appendix 01.

(1) The Director of the Federal Register approved the incorporation by reference of the documents listed in Table 8 of this AD in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

TABLE 8.—NEW MATERIAL INCORPORATED BY REFERENCE

Airbus Service Bulletin	Revision level	Date
A300–57A0234	* 04	May 19, 2000.
A300–57A0234	* 05	February 19, 2002.
A300–57A0246	Original *	May 20, 2005.
A300–57A6087	* 03	May 19, 2000.
A300–57A6087	* 04	February 19, 2002.
A300–57A6101	Original *	May 20, 2005.
A300–57–0235	03	September 5, 2002.
A300–57–0235	04	March 13, 2003.
A300–57–0235	05	December 3, 2003.
A300–57–6088	02	September 5, 2002.
A300–57–6088	04	December 3, 2003.

* Including Appendix 01.

(2) On April 12, 2000 (65 FR 12077, March 8, 2000), the Director of the Federal Register approved the incorporation by reference of the documents listed in Table 9 of this AD.

TABLE 9.—MATERIAL PREVIOUSLY INCORPORATED BY REFERENCE

Airbus Service Bulletin	Revision level	Date
A300–57A0234	02	June 24, 1999.
A300–57A0234	* 03	September 2, 1999.
A300–57A6087	* 02	June 24, 1999.

* Including Appendix 01.

(3) On October 20, 1999 (64 FR 49966, September 15, 1999), the Director of the Federal Register approved the incorporation by reference of the documents listed in Table 10 of this AD.

TABLE 10.—MATERIAL PREVIOUSLY INCORPORATED BY REFERENCE

Airbus Service Bulletin	Revision level	Date
A300–57–0234	01	March 11, 1998.
A300–57–0235	* 01	February 1, 1999.
A300–57–6087	01	March 11, 1998.
A300–57–6088	* 01	February 1, 1999.

* Including Appendix 01.

(4) Contact Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Issued in Renton, Washington, on May 31, 2006.
Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-5244 Filed 6-12-06; 8:45 am]
BILLING CODE 4910-13-P

2006-12-14 Empresa Brasileira de Aeronautica S.A. (Embraer): Amendment 39-14640. Docket No. FAA-2006-24076; Directorate Identifier 2006-NM-015-AD.

Effective Date

(a) This AD becomes effective July 18, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to EMBRAER Model EMB-120,–120ER, -120FC, -120QC, and -120RT airplanes, as identified in EMBRAER Service Bulletin 120-36-0016, Revision 01, dated October 4, 2004; certificated in any category.

Unsafe Condition

(d) This AD results from fuel system reviews conducted by the manufacturer. We are issuing this AD to prevent a potential source of ignition near a fuel tank, which, in combination with flammable fuel vapors, could result in a fuel tank explosion and consequent loss of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Replacing the Shut-off and Crossbleed Valves

(f) Within 5,000 flight hours after the effective date of this AD, replace the shut-off and crossbleed valves of the bleed air system with new shut-off and crossbleed valves having hermetically sealed switches, in accordance with EMBRAER Service Bulletin 120-36-0016, Revision 01, dated October 4, 2004.

Parts Installation

(g) As of 90 days after the effective date of this AD, no person may install any shut-off or crossbleed valve of the bleed air system with any shut-off or crossbleed valve that does not have hermetically sealed switches.

Acceptable Method of Compliance

(h) Accomplishment of the actions specified in EMBRAER Service Bulletin 120-36-0016, dated October 30, 2003, before the effective date of this AD is an acceptable method of compliance with the requirements of paragraph (f) of this AD.

Alternative Methods of Compliance (AMOCs)

(i)(1) The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Related Information

(j) Brazilian airworthiness directive 2005-12-03, effective January 19, 2006, also addresses the subject of this AD.

Material Incorporated by Reference

(k) You must use EMBRAER Service Bulletin 120-36-0016, Revision 01, dated October 4, 2004, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Empresa Brasileira de Aeronautica S.A. (EMBRAER), P.O. Box 343–CEP 12.225, Sao Jose dos Campos–SP, Brazil, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Issued in Renton, Washington, on May 31, 2006.
Kalene C. Yanamura,
Acting Manager , Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-5245 Filed 6-12-06; 8:45 am]
BILLING CODE 4910-13-P

2006-12-15 Bombardier, Inc. (Formerly de Havilland, Inc.): Amendment 39-14641. Docket No. FAA-2006-24365; Directorate Identifier 2006-NM-022-AD.

Effective Date

(a) This AD becomes effective July 18, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Bombardier Model DHC-8-400, DHC-8-401, and DHC-8-402 airplanes, certificated in any category; serial numbers 4001, and 4003 through 4106 inclusive.

Unsafe Condition

(d) This AD results from reports of cracks of the fuel access panels. We are issuing this AD to detect and correct cracked fuel access panels, which could lead to arcing and ignition of fuel vapor during a lightning strike, and result in fuel tank explosions and consequent loss of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Inspection and Related Investigative and Corrective Actions

(f) Within 400 flight hours after the effective date of this AD: Do an ultrasonic inspection for cracks of the first fuel access panel, part number (P/N) 85714230-001, outboard of the nacelle, on the left- and right-hand wings, by doing all of the actions specified in the Accomplishment Instructions of Bombardier Service Bulletin 84-57-13, dated August 17, 2005, except as provided by paragraph (i) of this AD. Do all applicable related investigative and corrective actions before further flight in accordance with the service bulletin. Repeat the applicable inspection, including the detailed inspection, thereafter at intervals not to exceed 1,200 flight hours.

Note 1: Bombardier Service Bulletin 84-57-13, refers to Bombardier Repair Drawing (RD) 8/4-57-451, dated February 2005, as an additional source of service information for doing certain corrective actions.

Note 2: For the purposes of this AD, a detailed inspection is: "An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate.

Inspection aids such as mirror, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate procedures may be required."

Terminating Action–Replacement

(g) Within 6,000 flight hours after the initial inspection done in accordance with paragraph (f) of this AD: Replace any access panel P/N 85714230-001, with a new panel P/N 85714230-003 or P/N 85714230-005. Do the replacement in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 84-57-13, dated August 17, 2005. Replacing one access panel terminates the repetitive inspection requirements of this AD for that panel only. Replacing both access panels terminates all repetitive inspection requirements of this AD.

Parts Installation

(h) As of the effective date of this AD, no person may install a fuel access panel, P/N 85714230-001, on any airplane unless the panel has been inspected, and all applicable related investigative and corrective actions have been accomplished, in accordance with paragraph (f) of this AD.

No Report Required

(i) Although the Accomplishment Instructions of Bombardier Service Bulletin 84-57-13, dated August 17, 2005, specify to report certain information to the manufacturer, this AD does not include that requirement.

Alternative Methods of Compliance (AMOCs)

(j)(1) The Manager, New York Aircraft Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Related Information

(k) Canadian airworthiness directive CF-2005-37, dated October 11, 2005, also addresses the subject of this AD.

Material Incorporated by Reference

(l) You must use Bombardier Service Bulletin 84-57-13, dated August 17, 2005, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Bombardier, Inc., Bombardier Regional Aircraft Division, 123 Garratt Boulevard, Downsview, Ontario M3K 1Y5, Canada, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Issued in Renton, Washington, on June 5, 2006.
Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-5285 Filed 6-12-06; 8:45 am]
BILLING CODE 4910-13-P

2006-12-16 Bombardier, Inc. (Formerly de Havilland, Inc.): Amendment 39-14642. Docket No. FAA-2006-24411; Directorate Identifier 2006-NM-033-AD.

Effective Date

(a) This AD becomes effective July 18, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Bombardier Model DHC-8-102, -103, -106, -201, -202, -301, -311, -314, and -315 airplanes, certificated in any category; serial numbers 003 through 557 inclusive; equipped with cockpit door installation part numbers (P/Ns) identified in Table 1 of this AD.

TABLE 1.—COCKPIT DOOR INSTALLATIONS AFFECTED BY THIS AD

P/N	Dash No.(s)
82510074	All.
82510294	All.
82510310	–001
8Z4597	–001
H85250010	All.
82510700	All.
82510704	All except –502 and –503.

Unsafe Condition

(d) This AD results from a report that, during structural testing of the cockpit door, the lower hinge block rotated and caused the mating hinge pin to disengage, and caused excessive door deflection. We are issuing this AD to prevent failure of a door attachment, which could result in uncontrolled release of the cockpit door under certain fuselage decompression conditions, and possible damage to the aircraft structure.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Modification

(f) Within 24 months after the effective date of this AD, modify the cockpit door from a single-point attachment to a two-point attachment in accordance with the Accomplishment Instructions of the applicable service bulletin in Table 2 of this AD.

TABLE 2.—BOMBARDIER SERVICE BULLETINS

Use this Bombardier service bulletin—	For airplane serial numbers—
8–52–54, Revision A, dated November 5, 2004	003 through 451 inclusive, 453 through 463 inclusive, 465 through 489 inclusive, 491 through 505 inclusive, and 507.
8–52–58, dated May 12, 2004	452, 464, 490, 506, and 508 through 557 inclusive.

Note 1: Bombardier Service Bulletin 8-52-54 refers to Bombardier Series 100/300 Modification Summary (Modsum) 8Q100859 as an additional source of service information for installing a hinge pin with a two-point attachment. Bombardier Service Bulletin 8-52-58 refers to Bombardier Series 100/300 Modsum 8Q900267 as an additional source of service information for reworking and installing the cockpit door, and reworking the lower hinge attachment to provide a downward-facing pin with a two-point attachment.

Prior/Concurrent Requirements

(g) Prior to or concurrently with the modification in paragraph (f) of this AD, do the applicable actions specified in Table 3 of this AD according to a method approved by either the Manager, New York Aircraft Certification (ACO), FAA; or Transport Canada Civil Aviation (TCCA) (or its delegated agent). One approved method is the applicable modification or Modsum listed in the "One approved method for doing these actions" column of Table 3 of this AD.

TABLE 3.—BOMBARDIER SERVICE BULLETINS

For airplanes affected by Bombardier Service Bulletin—	That have these serial numbers—	Do these actions—	One approved method for doing these actions—
8–52–54, Revision A, dated November 5, 2004.	003 through 407 inclusive, 409 through 412 inclusive, and 414 through 433 inclusive.	Rework the cockpit door emergency release.	De Havilland Aircraft of Canada, Limited, Modification 8/2337.
		Install a new label regarding alternate release of the door.	De Havilland Aircraft of Canada, Limited, Modification 8/3339.
8–52–58, dated May 12, 2004	452, 464, 490, 506, and 508 through 557 inclusive.	Install the cockpit door	Bombardier Series 100/300 Modsum 8Q200015.
		Install the cockpit door	Bombardier Series 100/300 Modsum 8Q420101.
		Install the cockpit door with a blow-out door panel.	Bombardier Series 100/300 Modsum 8Q420143.

Actions Done In Accordance With Previous Revision of Service Bulletin

(h) Actions done before the effective date of this AD in accordance with Bombardier Service Bulletin 8-52-54, dated May 12, 2004, are acceptable for compliance with the corresponding requirements in paragraph (f) of this AD.

Alternative Methods of Compliance (AMOCs)

(i)(1) The Manager, New York Aircraft Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Related Information

(j) Canadian airworthiness directive CF-2005-34, dated August 29, 2005, also addresses the subject of this AD.

Material Incorporated by Reference

(k) You must use the Bombardier service information identified in Table 4 of this AD to perform the actions that are required by this AD, as applicable, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Bombardier, Inc., Bombardier Regional Aircraft Division, 123 Garratt Boulevard, Downsview, Ontario M3K 1Y5, Canada, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

TABLE 4.—MATERIAL INCORPORATED BY REFERENCE

Bombardier Service Bulletin	Revision level	Date
8–52–54	A	Nov. 5, 2004.
8–52–58	Original	May 12, 2004.

Issued in Renton, Washington, on June 5, 2006.
Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-5286 Filed 6-12-06; 8:45 am]
BILLING CODE 4910-13-P

2006-12-17 Boeing: Amendment 39-14643. Docket No. FAA-2006-24245; Directorate Identifier 2005-NM-166-AD.

Effective Date

(a) This AD becomes effective July 18, 2006.

Affected ADs

(b) This AD supersedes AD 99-12-08.

Applicability

(c) This AD applies to all Boeing Model 737-200C series airplanes, certificated in any category.

Unsafe Condition

(d) This AD results from multiple reports that the modification required by AD 99-12-08 is not fully effective in preventing cracks in the body station (BS) 360 and BS 500 fuselage frames. We are issuing this AD to detect and correct cracking of the fuselage frames from BS 360 to BS 500B, which could lead to loss of the cargo door during flight and consequent rapid decompression of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Restatement of Requirements of AD 99-12-08

One-Time External Detailed Inspection

(f) Prior to the accumulation of 29,000 total flight cycles or within 250 flight cycles after August 9, 1993 (the effective date AD 93-13-02, amendment 39-8615, which was superseded by AD 99-12-08), whichever occurs later, accomplish an external detailed inspection to detect cracks of the fuselage skin between stringers 19 left and 25 left and at BS 360 to BS 540, in accordance with Boeing Alert Service Bulletin 737-53A1160, dated October 24, 1991; or Boeing Service Bulletin 737-53A1160, Revision 1, dated April 29, 1993. If any crack is found, prior to further flight, accomplish the requirements of paragraphs (f)(1) and (f)(2) of this AD.

(1) Perform an internal detailed inspection to detect cracks of the frames between stringers 19 left and 25 left and at BS 360 to BS 500B, in accordance with either service bulletin.

(2) Repair all cracks in accordance with a method approved by the Manager, Seattle Aircraft Certification Office (ACO), Transport Airplane Directorate, FAA.

Internal Detailed Inspections

(g) Within 3,000 flight cycles after completing the requirements of paragraph (f) of this AD, unless accomplished within the last 6,000 flight cycles prior to August 9, 1993, perform an internal detailed inspection to detect cracks of the frames between stringers 19 left and 25 left and at body stations 360 to 500B, in accordance with Boeing Alert Service Bulletin 737-53A1160, dated October 24, 1991; or Boeing Service Bulletin 737-53A1160, Revision 1, dated April 29, 1993. Thereafter, repeat the internal detailed inspection at intervals not to exceed 9,000 flight cycles. If any crack is found during any inspection required by this paragraph, before further flight, repair as specified in paragraph (g)(1) or (g)(2) of this AD, as applicable.

(1) If any crack is found that does not exceed the limits specified in the Boeing 737 Structural Repair Manual (SRM), repair the crack in accordance with a method approved by the Manager, Seattle ACO; or in accordance with the procedures specified in paragraph (k)(4) of this AD. The SRM is one approved source of information for accomplishing the requirements of this paragraph. Repeat the internal detailed inspection thereafter at intervals not to exceed 9,000 flight cycles.

(2) If any crack is found that exceeds the limits specified in the SRM, repair the crack in accordance with a method approved by the Manager, Seattle ACO; or in accordance with the procedures specified in paragraph (k)(4) of this AD. Repeat the internal detailed visual inspection thereafter at intervals not to exceed 9,000 flight cycles.

Install Doublers

(h) Prior to the accumulation of 75,000 total flight cycles, or within 3,000 flight cycles after July 16, 1999 (the effective date of AD 99-12-08), whichever occurs later, install doublers on the specified frames located between stringers 19 left and 25 left from BS 360 to BS 500B, in accordance with Boeing Service Bulletin 737-53A1160, Revision 1, dated April 29, 1993. Installing these doublers on the specified fuselage frames ends the repetitive inspections required by paragraphs (f) and (g) of this AD.

New Requirements of This AD

Repetitive Inspection of Certain Frames

(i) Within 9,000 flight cycles after accomplishing the modification required by paragraph (h) of this AD, or within 4,500 flight cycles after the effective date of this AD, whichever occurs later, perform an internal detailed inspection to detect cracking in the fuselage frame at BS 360 and the fuselage frame at BS 500, between stringers 19 left and 25 left, in accordance with Boeing Alert Service Bulletin 737-53A1160, dated October 24, 1991; or Boeing Service Bulletin 737-53A1160, Revision 1, dated April 29, 1993. Thereafter, repeat the internal detailed inspection of the BS 360 and BS 500 frames at intervals not to exceed 9,000 flight cycles.

(j) If any crack is found during any inspection required by paragraph (i) of this AD, before further flight, repair the crack using a method approved in accordance with the procedures specified in paragraph (k) of this AD.

Note 1: For the purposes of this AD, a detailed inspection is: "An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirror, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate procedures may be required."

Alternative Methods of Compliance (AMOCs)

(k)(1) The Manager, Seattle ACO, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with 14 CFR 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

(3) AMOCs approved previously in accordance with AD 99-12-08, including AMOCs approved previously in accordance with AD 93-13-02, are approved as AMOCs for the corresponding provisions specified in paragraphs (f), (g), and (h) of this AD.

(4) An AMOC that provides an acceptable level of safety may be used for any repair required by this AD, if it is approved by an Authorized Representative for the Boeing Commercial Airplanes Delegation Option Authorization Organization who has been authorized by the Manager, Seattle ACO, to make those findings. For a repair method to be approved, the repair must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

Material Incorporated by Reference

(l) You must use Boeing Alert Service Bulletin 737-53A1160, dated October 24, 1991; or Boeing Service Bulletin 737-53A1160, Revision 1, dated April 29, 1993, as applicable, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of these documents on August 9, 1993 (58 FR 36863, July 9, 1993). Contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Issued in Renton, Washington, on June 5, 2006.
Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-5287 Filed 6-12-06; 8:45 am]
BILLING CODE 4910-13-P

2006-12-18 Short Brothers PLC: Amendment 39-14644. Docket No. FAA-2005-23173; Directorate Identifier 2005-NM-190-AD.

Effective Date

(a) This AD becomes effective July 21, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to all Shorts Model SD3-60 SHERPA, SD3-SHERPA, SD3-30, and SD3-60 airplanes, certificated in any category.

Note 1: This AD requires revisions to certain operator maintenance documents to include new inspections. Compliance with these inspections is required by 14 CFR 91.403(c). For airplanes that have been previously modified, altered, or repaired in the areas addressed by these inspections, the operator may not be able to accomplish the inspections described in the revisions. In this situation, to comply with 14 CFR 91.403(c), the operator must request approval for an alternative method of compliance according to paragraph (i) of this AD. The request should include a description of changes to the required inspections that will ensure the continued damage tolerance of the affected structure. The FAA has provided guidance for this determination in Advisory Circular (AC) 25-1529.

Unsafe Condition

(d) This AD results from fuel system reviews conducted by the manufacturer. We are issuing this AD to prevent ignition sources inside the fuel tanks, which could lead to fire or explosion.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Revision of Airplane Flight Manual (AFM)

(f) Within 30 days after the effective date of this AD, revise the Limitations and Normal Procedures sections of the AFMs as specified in Table 1 of this AD to include the information in the applicable Shorts advance amendment bulletins as specified in Table 1 of this AD. The advance amendment bulletins address operation during icing conditions and fuel system failures. Thereafter, operate the airplane according to the limitations and procedures in the applicable advance amendment bulletin.

Note 2: The requirements of paragraph (f) of this AD may be done by inserting a copy of the applicable advance amendment bulletin into the AFM. When the applicable advance amendment bulletin has been included in general revisions of the AFM, the general revisions may be inserted into the AFM and the advance amendment bulletin may be removed, provided the relevant information in the general revision is identical to that in the advance amendment bulletin.

TABLE 1.—AFM REVISIONS

Airplane model	Shorts advance amendment bulletin	To AFM
SD3–30	1/2004, dated July 13, 2004	SBH.3.2, SBH.3.3, SBH.3.6, SBH.3.7, SBH.3.8, and SB.3.9.
SD3–60	1/2004, dated July 13, 2004	SB.4.3, SB.4.6, and SB.4.8.
SD3–60 SHERPA	1/2004, dated July 13, 2004	SB.5.2.
SD3–SHERPA	1/2004, dated July 13, 2004	SB.6.2.

Revision of Airworthiness Limitation (AWL) Section

(g) Within 180 days after the effective date of this AD: Revise the AWL section of the Instructions for Continued Airworthiness by incorporating airplane maintenance manual (AMM) sections 5-20-01 and 5-20-02 as introduced by the Shorts temporary revisions (TR) specified in Table 2 of this AD into the AWL section of the AMMs for the airplane models specified in Table 2. Thereafter, except as provided by paragraph (i) of this AD, no alternative structural inspection intervals may be approved for the longitudinal skin joints in the fuselage pressure shell.

Note 3: The requirements of paragraph (g) of this AD may be done by inserting a copy of the applicable TR into the applicable AMM. When the TR has been included in general revisions of the AMM, the general revisions may be inserted in the AMM and the TR may be removed, provided the relevant information in the general revision is identical to that in the TR.

TABLE 2.—AMM TEMPORARY REVISIONS

Airplane model	Temporary revision	Dated	To AMM
SD3–30	TR330–AMM–13	June 21, 2004	SD3–30 AMM.
SD3–30	TR330–AMM–14	June 21, 2004	SD3–30 AMM.
SD3–60	TR360–AMM–33	July 27, 2004	SD3–60 AMM.
SD3–60	TR360–AMM–34	July 27, 2004	SD3–60 AMM.
SD3–60 SHERPA	TRSD360S–AMM–14	July 29, 2004	SD3–60 SHERPA AMM.
SD3–60 SHERPA	TRSD360S–AMM–15	July 29, 2004	SD3–60 SHERPA AMM.
SD3–SHERPA	TRSD3S–AMM–15	July 28, 2004	SD3 SHERPA AMM.
SD3–SHERPA	TRSD3S–AMM–16	July 28, 2004	SD3 SHERPA AMM.

Resistance Check, Inspection, and Jumper Installation

(h) Within 180 days after the effective date of this AD: Perform the insulation resistance check, general visual inspections, and bonding jumper wire installations; in accordance with Shorts Service Bulletin SD330-28-37, SD360-28-23, SD360 SHERPA-28-3, or SD3 SHERPA-28-2; all dated June 2004; as applicable. If any defect or damage is discovered during any inspection or check required by this AD, before further flight, repair the defect or damage using a method approved by either the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the Civil Aviation Authority (CAA) (or its delegated agent).

Note 4: For the purposes of this AD, a general visual inspection is: "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to ensure visual access to all surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

Alternative Methods of Compliance (AMOCs)

(i)(1) The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Related Information

(j) British airworthiness directive G-2004-0021 R1, dated September 15, 2004, also addresses the subject of this AD.

Material Incorporated by Reference

(k) You must use the applicable service information specified in Table 3, Table 4, and Table 5 of this AD to perform the actions that are required by this AD, unless the AD specifies otherwise. (The document number of the advance amendment bulletins is listed only on page 1 of those documents.) The Director of the Federal Register approved the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Short Brothers, Airworthiness & Engineering Quality, P.O. Box 241, Airport Road, Belfast BT3 9DZ, Northern Ireland, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at http://dms.dot.gov; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

TABLE 3.—SHORTS TEMPORARY REVISIONS INCORPORATED BY REFERENCE

Temporary revision	Dated	To airplane maintenance manual
TR330–AMM–13	June 21, 2004	SD3–30.
TR330–AMM–14	June 21, 2004	SD3–30.
TR360–AMM–33	July 27, 2004	SD3–60.
TR360–AMM–34	July 27, 2004	SD3–60.
TRSD360S–AMM–14	July 29, 2004	SD3–60 SHERPA.
TRSD360S–AMM–15	July 29, 2004	SD3–60 SHERPA.
TRSD3S–AMM–15	July 28, 2004	SD3 SHERPA.
TRSD3S–AMM–16	July 28, 2004	SD3 SHERPA.

TABLE 4.—SHORTS ADVANCE AMENDMENT BULLETINS INCORPORATED BY REFERENCE

Advance amendment bulletin	To airplane flight manual
1/2004, dated July 13, 2004	SBH.3.2, SBH.3.3, SBH.3.6, SBH.3.7, SBH.3.8, and SB.3.9.
1/2004, dated July 13, 2004	SB.4.3, SB.4.6, and SB.4.8.
1/2004, dated July 13, 2004	SB.5.2.
1/2004, dated July 13, 2004	SB.6.2.

TABLE 5.—SHORTS SERVICE BULLETINS INCORPORATED BY REFERENCE

Service bulletin	Dated
SD330–28–37	June 2004.
SD360–28–23	June 2004.
SD360 SHERPA–28–3	June 2004.
SD3 SHERPA–28–2	June 2004.

Issued in Renton, Washington, on June 5, 2006.

Kalene C. Yanamura,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 06-5288 Filed 6-15-06; 8:45 am]

BILLING CODE 4910-13-P

2006-12-19 Hamilton Sundstrand: Amendment 39-14645. Docket No. FAA-2005-21691; Directorate Identifier 2005-NE-13-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective July 18, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Hamilton Sundstrand Model 14RF-19 propellers with propeller system actuator yoke arms, part number (P/N) 810436-2, which might be installed in actuator assemblies P/N 790119-6. These propellers are installed on, but not limited to, SAAB 340 airplanes.

Unsafe Condition

(d) This AD results from propeller system actuator yoke arms breaking during flight. We are issuing this AD to prevent actuator yoke arms breaking during flight, which could cause high propeller vibration and contribute to reduced controllability of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within 60 days after the effective date of this AD, unless the actions have already been done.

Install Improved Actuator Yoke Arms

(f) Using the Accomplishment Instructions of Hamilton Sundstrand Service Bulletin 14RF-19-61-113, Revision 1, dated September 2, 2003, replace all actuator yoke arms, P/N 810436-2 with improved actuator yoke arms, P/N 810436-3.

(g) Mark newly installed actuators using the Accomplishment Instructions of Hamilton Sundstrand Service Bulletin 14RF-19-61-113, Revision 1, dated September 2, 2003.

(h) After the effective date of this AD, do not install any actuator yoke arms, P/N 810436-2, into any propeller assembly.

Alternative Methods of Compliance

(i) The Manager, Boston Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Related Information

(j) None.

Material Incorporated by Reference

(k) You must use Hamilton Sundstrand Service Bulletin 14RF-19-61-113, Revision 1, dated September 2, 2003, to perform the replacements and marking required by this AD. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Hamilton Sundstrand, A United Technologies Company, Publication Manager, Mail Stop 1A-3-Z63, One Hamilton Road, Windsor Locks, CT 06096; fax 1-860-654-5107, for a copy of this service information. You may review copies at the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-0001, on the internet at *http://dms.dot.gov*, or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: *http://www.archives.gov/federal-register/cfr/ibr-locations.html*.

Issued in Burlington, Massachusetts, on June 6, 2006.
Thomas A. Boudreau,
Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. 06-5284 Filed 6-12-06; 8:45 am]
BILLING CODE 4910-13-P

2006-12-20 Raytheon Aircraft Company: Amendment 39-14646. Docket No. FAA-2006-25011; Directorate Identifier 2006-NM-118-AD.

Effective Date

(a) This AD becomes effective July 3, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to the Raytheon airplanes identified in paragraphs (c)(1), (c)(2), and (c)(3) of this AD, certificated in any category.

(1) Model HS.125 series 700A and 700B airplanes, on which Raytheon Modification 252885 has been incorporated or British Aerospace 125 Service Bulletin SB 24-239-2885 has been accomplished.

(2) All Model BAe.125 series 800A (including variants C-29A and U-125), 800B, 1000A, and 1000B airplanes.

(3) All Model Hawker 800 (including variant U-125A) and 1000 airplanes; and Model Hawker 800XP airplanes, serial numbers 1 through 258768 inclusive.

Unsafe Condition

(d) This AD results from reports that certain current limiters have opened within two to four hours after installation. We are issuing this AD to prevent loss of all primary electrical power, which could result in the airplane operating only under emergency power.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Resistance Measurement and Replacement if Necessary

(f) Within 30 days or 25 flight hours after the effective date of this AD, whichever occurs first: Measure the resistance of the applicable current limiters, part number (P/N) UAM100, in accordance with paragraph 3.A.(2) of the Accomplishment Instructions of Raytheon Service Bulletin SB 24-3793, dated May 2006. The applicable current limiters are listed in Table 1 of the service bulletin. If the measured resistance of a current limiter is less than 0.46 milliohms or greater than 0.56 milliohms, before further flight, replace the part with a new part in accordance with the service bulletin. The new part must not be from picking tag purchase order (PO) 4501760749 or PO 4501743706 and must be the correct resistance in the range of 0.46 milliohms to 0.56 milliohms.

Records Review

(g) A review of airplane maintenance records is acceptable in lieu of the resistance measurement required by paragraph (f) of this AD, if the criteria in paragraph (g)(1) or (g)(2) of this AD can be determined conclusively from that review.

(1) The records review determines conclusively the date of the most recent 24-month "F" or "F7" inspection, as applicable, of current limiters and the date of the most recent replacement of current limiters, and that the inspection and replacement were not accomplished from February 1, 2006, through the effective date of this AD.

(2) The records review determines conclusively the picking tag PO of the current limiters, and that the current limiters are not from picking tag PO 4501760749 or PO 4501743706.

Reporting Requirement

(h) At the applicable time specified in paragraph (h)(1) or (h)(2) of this AD: Submit the Service Bulletin/Kit Drawing Report Fax (attached to Raytheon Service Bulletin SB 24-3793) to the Manager, Hawker Model Group, Raytheon Aircraft Company, Product Support Department (211), P.O. Box 85, Wichita, Kansas 67201-0085; fax (316) 676-3400. The report must include the results of the measurements required by paragraph (f) of this AD, the name(s) of the owner and operator of the airplane, the airplane registration number, the airplane serial number, and the number of landings and flight hours on the airplane. Under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et seq.), the Office of Management and Budget (OMB) has approved the information collection requirements contained in this AD and has assigned OMB Control Number 2120-0056.

(1) If the measurements were accomplished after the effective date of this AD: Submit the report within 10 days after the inspection.

(2) If the measurements were accomplished before the effective date of this AD: Submit the report within 10 days after the effective date of this AD.

Parts Installation

(i) As of the effective date of this AD, no person may install a current limiter, P/N UAM100, on any airplane, unless the part meets one of the criteria specified in paragraphs (i)(1) and (i)(2) of this AD.

(1) The picking tag PO of the current limiter can be determined conclusively from a review of airplane maintenance records and shown not to be from picking tag PO 4501760749 or PO 4501743706.

(2) The resistance of the current limiter is measured and determined to be of the correct resistance in accordance with paragraph (f) of this AD.

Alternative Methods of Compliance (AMOCs)

(j)(1) The Manager, Wichita Aircraft Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Material Incorporated by Reference

(k) You must use Raytheon Service Bulletin SB 24-3793, including Service Bulletin/Kit Drawing Report Fax, dated May 2006, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Raytheon Aircraft Company, Department 62, P.O. Box 85, Wichita, Kansas 67201-0085, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Issued in Renton, Washington, on June 5, 2006.
Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-5327 Filed 6-15-06; 8:45 am]
BILLING CODE 4910-13-P

2006-12-21 Bombardier, Inc. (Formerly Canadair): Amendment 39-14647. Docket No. FAA-2005-22481; Directorate Identifier 2004-NM-176-AD.

Effective Date

(a) This AD becomes effective July 21, 2006.

Affected ADs

(b) This AD supersedes AD 98-20-01.

Applicability

(c) This AD applies to Bombardier Model CL-600-2B19 (Regional Jet Series 100 & 400) airplanes, certificated in any category, serial numbers 7003 through 7903 inclusive.

Unsafe Condition

(d) This AD results from a number of cases of flap system failure that resulted in a twisted outboard flap panel. We are issuing this AD to prevent an unannunciated failure of the flap system, which could result in a flap asymmetry and consequent reduced controllability of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Restatement of the Requirements of AD 98-20-01:

Note 1: Bombardier Service Letter RJ-SL-27-002A, dated April 8, 1998, and Service Letter RJ-SL-27-037, dated July 2, 1998, may provide operators with additional information concerning the actions required by this AD. However, accomplishment of the procedures specified in these service letters should not be considered to be an acceptable method of compliance with the requirements of this AD.

(f) Within 10 days after October 2, 1998 (the effective date of AD 98-20-01), accomplish the requirements of paragraphs (f)(1), (f)(2), and (f)(3) of this AD.

(1) Revise the Limitations Section of the FAA-approved airplane flight manual (AFM) to include the following procedures and Figures 1 and 2 of this AD. After accomplishing the actions in paragraphs (h) and (i) of this AD, remove the revisions required by this paragraph of this AD from the AFM.

"Air Operator Actions

Important: If the outboard flap position is outside the "GO" range, as shown in figure 2., further flight is prohibited until required maintenance actions have been accomplished.

1. Touch-and-go landings for the purposes of training must be accomplished using a flap setting of 20 degrees for the entire procedure.

2. (a) Take-off flaps must be set prior to departure, and

(b) An external visual check must be accomplished to detect any twisting, skewing, or abnormal deformation of the flaps, using the information given in Figures 1 and 2.

Note 1: If the outboard flap position is outside the "GO" range as shown in figure 2., further flight is prohibited until required maintenance actions have been accomplished.

Note 2: This visual check must be accomplished either by a member of the flight crew or by maintenance personnel, and the results reported directly to the pilot-in-command prior to take-off.

3. If any additional change to the flap position is necessary, prior to take-off, accomplish the visual check specified by the preceding paragraph 2. (b)."

(2) Revise the Normal Procedures Section of the FAA-approved AFM to include the following procedures:

"To minimize a possible flap twist in flight when operating flaps, operate the flap selector sequentially, stopping at each setting (i.e., 0 degrees, 8 degrees if applicable, 20 degrees, 30 degrees, 45 degrees; or operate the flap selector in reverse order), and waiting for the flaps to reach each position before selecting the next setting. Monitor the control wheel for abnormal control wheel angles during each transition in flap position.

Note: This procedure is not applicable during a go-around or during any emergency aircraft handling procedure where prompt flap retraction is required. In these cases, follow the applicable AFM procedures."

(3) Revise the Abnormal Procedures Section of the FAA-approved AFM to include the following procedures.

"If abnormal aileron control wheel angles develop during flap operation with the autopilot on, or if the aircraft rolls without pilot input with the autopilot off (with or without a `FLAPS FAIL' caution message), perform the following actions:

1. If flaps are being extended, immediately return the flaps to the previously selected position (e.g., for flaps selected from 8 degrees to 20 degrees, re-select 8 degrees).

2. If flaps are being retracted, the flap selector should remain in the currently selected position (e.g., for flaps selected from 20 degrees to 8 degrees, leave selector at 8 degrees).

3. Do not attempt to operate the flaps any further.

4. If the flaps are engaged, disconnect the autopilot.

Note: When disconnecting the autopilot, anticipate an out-of-trim situation and hold the aileron control wheel in its current position.

5. For landing, perform the "Flaps Failure" procedure for the following conditions:

(a) If an abnormal aileron control wheel angle to the left develops, do not land if a crosswind from the left is greater than 20 knots.

(b) If an abnormal aileron control wheel angle to the right develops, do not land if a crosswind from the right is greater than 20 knots.

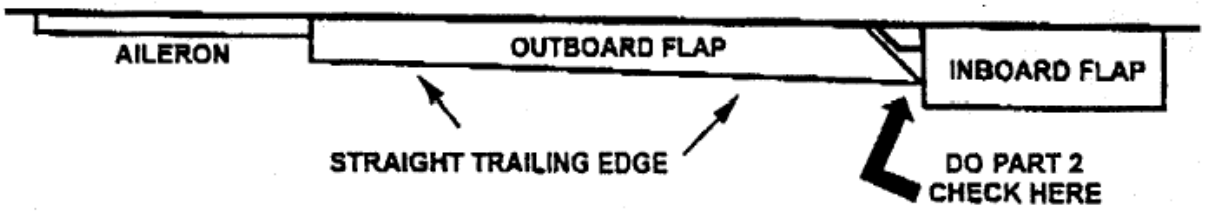
6. After landing, do not attempt to retract the flaps. Record the event in the Aircraft Maintenance Log Book and notify the person responsible for maintenance."

NORMAL/ABNORMAL OUTBOARD FLAP CONFIGURATION IN TAKE-OFF POSITION

Note: View looking forward on left wing trailing edge (right side opposite).

1. NORMAL

A normal outboard flap has a straight trailing edge, and the inboard corner is slightly above (i.e. higher) than the inboard flap.



2. ABNORMAL

The following are indications of an outboard flap with a twist, skew or abnormal deformation:

- **Noticeable curve in the trailing edge**
- **Buckled top or bottom surface**
- **Higher than normal position of the inboard trailing edge corner**

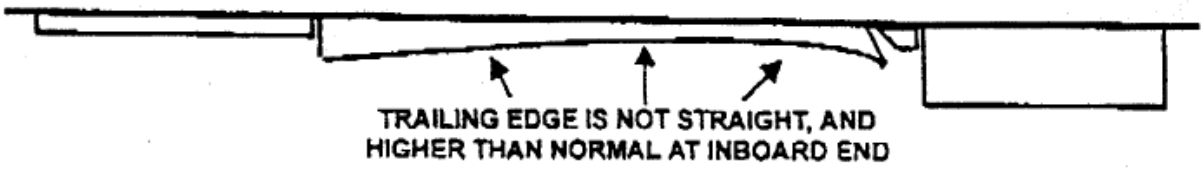


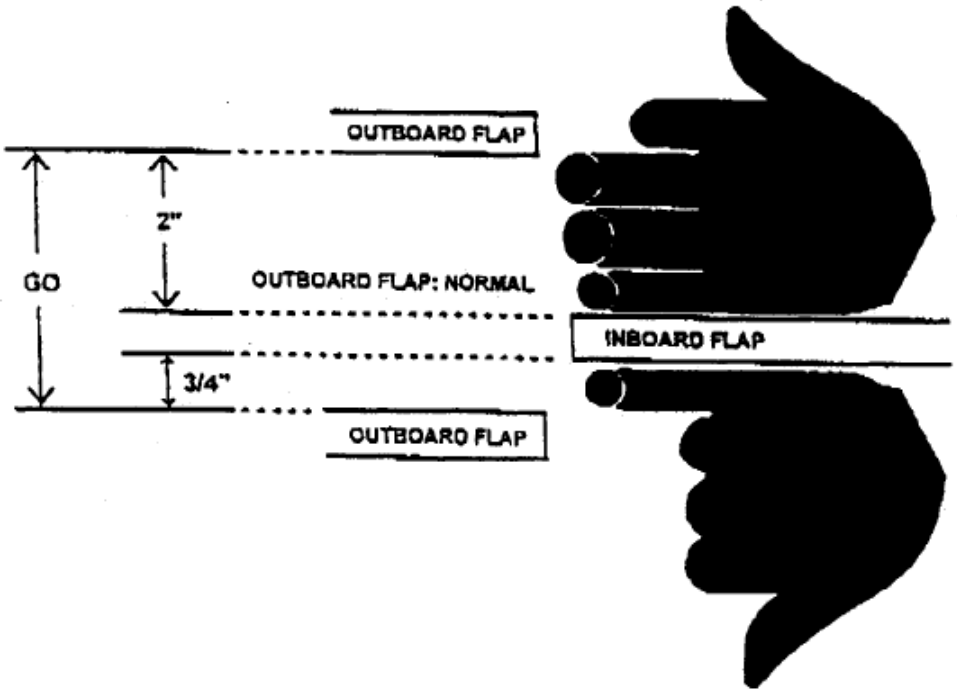
Figure 1. Normal/Abnormal Outboard flap Configuration in Take-off Position"

OUTBOARD FLAP GO/NO-GO CRITERIA IN TAKE-OFF POSITION

NOTE 1. These criteria are applicable for any size of hand.
2. View looking forward on left wing trailing edge (right side opposite).

If the outboard flap position is outside the "GO" range as shown below further flight is prohibited.

1. FLAPS AT 8 DEGREES



2. FLAPS AT 20 DEGREES

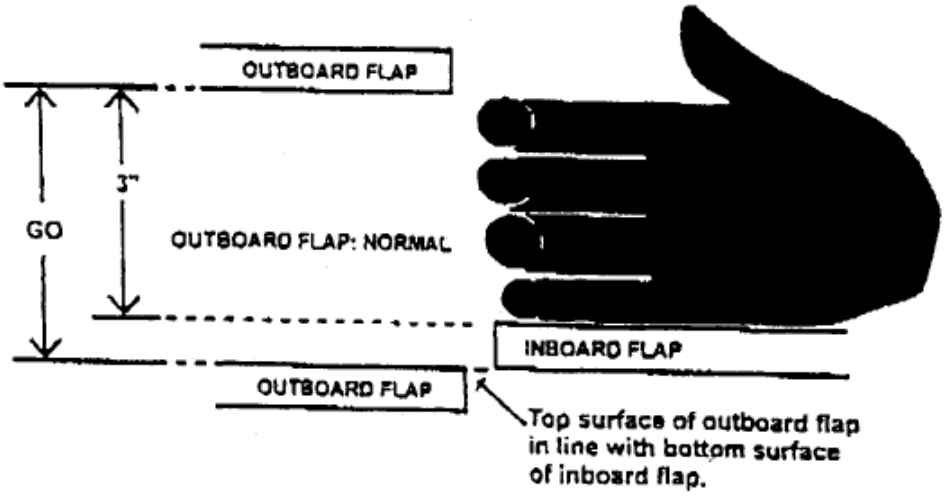


Figure 2. Outboard Flap Go/No-Go Criteria in Take-off Position"

(g) Within 10 days after October 2, 1998, revise the FAA-approved maintenance program to include the following procedures and Figures 1 and 2 of this AD:

"Maintenance Procedure

Whenever a "FLAPS FAIL" caution message occurs, carry out the following procedures after landing:

Note: These procedures are to be accomplished by maintenance personnel only.

1. Check that there have been no other "FLAPS FAIL" caution messages reported within the previous 72 hours. If a previous message has been reported, prior to further flight, perform the actions required in the following Maintenance Action section. If no previous "FLAPS FAIL" caution message has been reported, continue with the following:

2. Carry out an external visual check of each outboard flap for evidence of twisting, skewing, or abnormal deformation. (Reference Figures 1 and 2.)

3. If there is no evidence of twisting, skewing, or abnormal deformation, proceed as follows:

(a) Reset the flap system ONLY ONCE by cycling circuit breakers CB1-F4 and CB2-F4.

(b) If the system does not reset (i.e., the "FLAPS FAIL" caution message is still posted), prior to further flight, perform the actions required in the following Maintenance Action section.

(c) If the system resets, cycle the flaps to 45 degrees and back to 0 degrees. Continued flap operation for up to a maximum of 72 hours is then permitted as long as no additional "FLAPS FAIL" caution message is indicated.

(d) If an additional "FLAPS FAIL" caution message occurs within the period of 72 hours, as specified above, prior to further flight, perform the actions required in the following Maintenance Action section.

(e) Within 72 hours, even if no further "FLAPS FAIL" messages have been indicated, perform the actions required in the following Maintenance Action section.

4. If there is evidence of twisting, skewing, or abnormal deformation, PRIOR TO FURTHER FLIGHT, perform the actions required in the following Maintenance Action section.

Maintenance Action

Whenever the outboard flap position indicator is outside the "GO" range as shown in Figure 2, or whenever directed to do so by the Maintenance Procedure above, perform the following procedures:

A. Interrogate the flap electronic control unit (FECU) per Fault Isolation Manual, Section 27-50-00, "Flaps Fault Isolation," and rectify as applicable.

B. Visually check each flap for evidence of twisting, skewing, or abnormal deformation.

1. If there is no evidence of twisting, skewing, or abnormal deformation, manually isolate any jammed, disconnected, or dragging component; and rectify all discrepant conditions.

2. If there is evidence of twisting, skewing, or abnormal deformation, replace both actuators and any discrepant flap panel with new or serviceable components. In addition, inspect flexible shaft(s) inboard of the most outboard actuator removed for discrepancies, and replace any discrepant flexible shaft with a new or serviceable flexible shaft.

Note: An acceptable procedure for testing the flap drive breakaway input torque is detailed in Aircraft Maintenance Manual Temporary Revision 27-203, Task 27-53-00-750-802, dated July 17, 1998.

C. Within 3 days after identifying a flap panel twist or logging a "FLAPS FAIL" caution message, notify Bombardier Aerospace, via the Canadair Regional Jet Action Center, of all findings and actions taken."

New Requirements of the AD

Install New Flap Actuators

(h) Within 12 months after the effective date of this AD: Install new Number 3 and Number 4 flap actuators in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 601R-27-114, excluding Appendix A, Revision C, dated November 9, 2004. The actions in paragraph (h) of this AD must be accomplished prior to or concurrently with the actions in paragraph (i) of this AD.

Install Skew Detection System (SDS) and Air Data Computer

(i) Within 30 months after the effective date of this AD, but after the actions required by paragraph (h) of this AD have been accomplished: Install the SDS in accordance with paragraphs (i)(1), (i)(2), (i)(3), (i)(4), and (i)(5) of this AD. These actions must be accomplished in the order stated in this paragraph. Accomplishing the actions in paragraphs (h) and (i) of this AD terminates the requirements of paragraphs (f) and (g) (the requirements of AD 98-20-01) of this AD, and the AFM revisions required by those paragraphs may be removed from the AFM.

(1) Install the electrical provisions for the SDS in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 601R-27-115, Revision E, dated October 7, 2004. Although the service bulletin specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(2) Install and activate the SDS in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 601R-27-116, Revision C, dated August 26, 2004; and install a new or retrofitted air data computer (ADC) in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 601R-34-128, Revision C, dated March 28, 2005. Although the service bulletin specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(3) Install new airspeed limitation placards in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 601R-11-080, Revision A, dated October 11, 2005.

(4) Revise the Limitations section of the AFM to include the information specified in Canadair Temporary Revision (TR) RJ/128, dated November 28, 2003, to Canadair Regional Jet AFM, CSP A-012, to include revised VFE values, and a new SDS and crosswind-related limitation for take-off flap selection.

Note 2: The action in paragraph (i)(4) of this AD may be accomplished by inserting a copy of Canadair TR RJ/128 in the AFM. When this temporary revision has been incorporated into the general revisions of the AFM, the general revisions may be inserted in the AFM, provided the information contained in the general revision is identical to that specified in Canadair TR RJ/128.

(5) For airplanes on which decals stating "Visually inspect flaps prior to departure" have been installed in production or in accordance with an alternative method of compliance (AMOC) granted by the FAA: After the installation required by paragraphs (h)(1), (i)(1), (i)(2), (i)(3), and (i)(4) of this AD, remove the decals in accordance with Part A of Bombardier Service Bulletin 601R-27-111, dated March 6, 2000. Although the service bulletin specifies to submit certain information to the manufacturer, this AD does not include that requirement.

Actions Accomplished in Accordance With Previous Revisions of Service Bulletins

(j) Actions accomplished before the effective date of this AD according to the service bulletins identified in paragraphs (j)(1), (j)(2), (j)(3), and (j)(4) of this AD, are considered acceptable for compliance with the corresponding action specified in paragraphs (h) and (i) of this AD.

(1) For the action in paragraph (h) of this AD: Bombardier Service Bulletin 601R-27-114, dated March 22, 2002; Revision A, dated November 6, 2002; or Revision B, dated December 4, 2003.

(2) For the actions in paragraph (i)(1) of this AD: Bombardier Service Bulletin 601R-27-115, Revision D, dated March 18, 2004.

(3) For the actions in paragraph (i)(2) of this AD: Bombardier Service Bulletin 601R-27-116, dated July 23, 2003; Revision A, dated September 10, 2003; or Revision B, dated February 2, 2004; and Bombardier Service Bulletin 601R-34-128, Revision B, dated September 7, 2001.

(4) For the actions in paragraph (i)(3) of this AD: Bombardier Service Bulletin 601R-11-080, dated November 28, 2003.

Parts Installation

(k)(1) As of 12 months after the effective date of this AD, no person may install on any airplane a flap actuator with part numbers (P/Ns) 601R93103-5, -6, -7, -8, -9, -10, -11, -12, -17, and -18 (Vendor P/Ns 853D100-7, -8, -9, -10, -11, -12, -13, -14, -17 and -18).

(2) As of 12 months after the effective date of this AD, no person may install on any airplane a flap actuator with P/Ns 601R93104-5, -6, -7, -8, -9 and -10 (Vendor P/Ns 854D100-7, -8, -9, -10, -11 and -12).

(3) As of 30 months after the effective date of this AD, no person may install on any airplane an ADC with P/Ns 822-0372-140 and -143.

AMOCs

(l)(1) The Manager, New York Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

(3) AMOCs approved previously according to AD 98-20-01, are approved as AMOCs for the corresponding provisions of this AD.

Related Information

(m) Canadian airworthiness directive CF-1998-14R4, dated June 1, 2004, also addresses the subject of this AD.

Material Incorporated by Reference

(n) You must use the service information listed in Table 1 of this AD, as applicable, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Bombardier, Inc., Canadair, Aerospace Group, P.O. Box 6087, Station Centre-ville, Montreal, Quebec H3C 3G9, Canada, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of

Transportation, 400 Seventh Street, SW., room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

TABLE 1.—MATERIAL INCORPORATED BY REFERENCE

Service information	Revision level	Date
Bombardier Service Bulletin 601R–11–080	A	October 11, 2005.
Bombardier Service Bulletin 601R–27–111	Original	March 6, 2000.
Bombardier Service Bulletin 601R–27–114, excluding Appendix A	C	November 9, 2004.
Bombardier Service Bulletin 601R–27–115	E	October 7, 2004.
Bombardier Service Bulletin 601R–27–116	C	August 26, 2004.
Bombardier Service Bulletin 601R–34–128	C	March 28, 2005.
Canadair Temporary Revision RJ/128 to the Canadair Regional Jet Airplane Flight Manual, CSP A–012.	Original	November 28, 2003.

Issued in Renton, Washington, on June 5, 2006.
Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-5326 Filed 6-15-06; 8:45 am]
BILLING CODE 4910-13-U

2006-12-22 Airbus: Amendment 39-14648. Docket No. FAA-2006-24431; Directorate Identifier 2006-NM-011-AD.

Effective Date

(a) This AD becomes effective July 21, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to airplanes identified in Table 1 of this AD, certificated in any category; except those airplanes on which no modification/replacement of the ram air turbine (RAT) has been done since incorporating Airbus modification 27014 (installation of a Sundstrand RAT, part number (P/N) 766352) or 28413 (reinstallation of the Dowty RAT) in production.

TABLE 1.—APPLICABILITY

Airbus model	Equipped with
(1) A320 airplanes	A Sundstrand RAT, P/N 762308, installed by incorporating Airbus modification 27189 in production.
(2) A319 and A321 airplanes	A Sundstrand RAT, P/N 762308, installed by incorporating Airbus modification 25364 in production or Airbus Service Bulletin A320–29–1075 in service.

Unsafe Condition

(d) This AD results from a report of three chord-wise cracks on the aft side of one carbon blade of a certain RAT. We are issuing this AD to detect and correct cracks and/or marks on the RAT carbon blades, which could result in reduced structural integrity of the carbon blade, and consequent loss of the RAT as a source of hydraulic and electrical power in an emergency.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Inspection and Replacement

(f) Within 600 flight hours after the effective date of this AD, do a detailed inspection for cracks and marks on the carbon blades of the RAT, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-29-1124, dated November 23, 2005. If any crack or mark is found to

be outside the limits specified in the service bulletin, before further flight, replace the RAT with a new or serviceable RAT in accordance with the Accomplishment Instructions of the service bulletin.

Note 1: For the purposes of this AD, a detailed inspection is: "An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate procedures may be required."

Parts Installation

(g) As of the effective date of this AD, no person may install a Sundstrand RAT, P/N 762308, on any airplane, unless it has been inspected in accordance with paragraph (f) of this AD and found to be within the limits specified in the referenced service bulletin.

Alternative Methods of Compliance (AMOCs)

(h)(1) The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Related Information

(i) French airworthiness directive F-2005-212, issued December 21, 2005, also addresses the subject of this AD.

Material Incorporated by Reference

(j) You must use Airbus Service Bulletin A320-29-1124, dated November 23, 2005, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Issued in Renton, Washington, on June 7, 2006.
Kevin M. Mullin,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-5424 Filed 6-15-06; 8:45 am]
BILLING CODE 4910-13-P

2006-12-23 Boeing: Amendment 39-14649. Docket No. FAA-2006-25030; Directorate Identifier 2006-NM-109-AD;

Effective Date

(a) This AD becomes effective July 3, 2006.

Affected ADs

(b) This AD supersedes AD 2002-01-01.

Applicability

(c) This AD applies to certain Boeing Model 737-100, -200, -200C, -300, -400, and -500 series airplanes, line numbers 1 through 3132 inclusive, certificated in any category.

Unsafe Condition

(d) This AD results from additional reports of airframe vibrations of the elevator tab during flight on airplanes inspected per the existing AD; subsequently, considerable damage was done to the elevator tab, elevator, and horizontal stabilizer. In several incidents, a portion of the elevator tab separated from the airplane. We are issuing this AD to prevent excessive in-flight vibrations of the elevator tab, which could lead to loss of the elevator tab and consequent loss of controllability of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Restatement of the Requirements of AD 2002-01-01

Initial/Repetitive Inspections

(f) Do the applicable initial detailed/free-play inspections of the elevator tab assembly on the left and right sides of the airplane to find any damage or discrepancy per Work Package I of Boeing Service Bulletin 737-55A1070, Revision 1, dated May 10, 2001; at the times specified in paragraph (f)(1) or (f)(2) of this AD, as applicable. Repeat the free-play inspections after that at intervals not to exceed 1,500 flight cycles or 2,000 flight hours, whichever comes first, per either Work Package II or Work Package III of the service bulletin, until paragraph (i) of this AD has been accomplished.

Note 1: There is a one-way interchangeability between the free-play inspections specified in Work Packages II and III. The repetitive free-play inspections specified in Work Package II can be replaced by the repetitive free-play inspections specified in Work Package III at the repetitive

inspection intervals specified in paragraph (f) of this AD. But the repetitive free-play inspections specified in Work Package III cannot be replaced by the repetitive free-play inspections specified in Work Package II.

(1) For airplanes having less than 4,500 total flight cycles as of February 19, 2002 (the effective date of AD 2002-01-01): Before the accumulation of 4,500 total flight cycles or within 120 days after February 19, 2002, whichever comes later.

(2) For airplanes having 4,500 or more total flight cycles as of February 19, 2002: Do the inspections at the times specified in paragraph (f)(2)(i) or (f)(2)(ii) of this AD, as applicable.

(i) Within 120 days after February 19, 2002.

(ii) If the initial inspections were done before February 19, 2002, per Boeing All Operator Telex M-7200-00-00034, dated February 15, 2000: Within 1,500 flight cycles or 2,000 flight hours after February 19, 2002, whichever comes later.

Note 2: Initial inspections done before February 19, 2002, per Boeing Alert Service Bulletin 737-55A1070, dated January 13, 2000, are considered acceptable for compliance with the initial inspections required by paragraph (f) of this AD.

(g) Within 4,500 flight cycles or 6,000 flight hours, whichever comes first, after doing the initial inspections required by paragraph (f) of this AD: Do the free-play inspections of the elevator tab assembly on the left and right sides of the airplane to find any damage or discrepancy per Work Package III of Boeing Service Bulletin 737-55A1070, Revision 1, dated May 10, 2001. Repeat the inspections after that at intervals not to exceed 4,500 flight cycles or 6,000 flight hours, whichever comes first, until paragraph (i) of this AD has been accomplished.

Corrective Actions

(h) If any damage or discrepancy is found after doing any inspection required by paragraph (f) or (g) of this AD, before further flight, do the applicable corrective action per the Accomplishment Instructions of Boeing Service Bulletin 737-55A1070, Revision 1, dated May 10, 2001.

New Requirements of This AD

Initial/Repetitive Inspections/Corrective Actions

(i) Do the applicable inspections of the elevator tab assembly on the left and right sides of the airplane to find any damage or discrepancy by doing all the actions, including rework and all corrective actions, as specified in the Accomplishment Instructions of Boeing Alert Service Bulletin 737-55A1070, Revision 2, dated April 20, 2006, except as provided by paragraphs (j) and (k) of this AD. Do the applicable actions at the applicable time specified in Table 1, Table 2, or Table 3 of paragraph 1.E., "Compliance," of the service bulletin; except that where the service bulletin specifies a time frame "after the release date" of the service bulletin, this AD requires compliance within the specified compliance time after the effective date of this AD. All corrective actions must be done before further flight. Repeat the inspections specified in Table 3 of paragraph 1.E., "Compliance," of the service bulletin at the applicable time specified in the table. Accomplishing the actions required by paragraph (i) of this AD ends the requirements of paragraphs (f), (g), and (h) of this AD.

(j) If any damage or discrepancy is found during any inspection required by paragraph (i) of this AD, and the service bulletin specifies to contact Boeing for appropriate action: Before further flight, repair using a method approved in accordance with the procedures specified in paragraph of (m) of this AD.

(k) Where Boeing Alert Service Bulletin 737-55A1070, Revision 1, dated May 10, 2001, or Revision 2, dated April 20, 2006, specifies reporting the inspection results to the manufacturer, this AD does not require such reporting.

Actions Done in Accordance With Revision 1 of Service Bulletin

(l) Footnote (a) in Table 1 of paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 737-55A1070, Revision 2, specifies the following: "For airplanes on which the initial actions required by Table 1 are due within 30 days after the release date of Service Bulletin 737-55A1070, Revision 2, the inspections and corrective actions defined by Service Bulletin 737-55A1070 Rev. 1 may be used." This paragraph of this AD provides a corresponding 30-day deferral before Revision 2 must be used to do the initial actions, except that the 30-day time frame begins at the effective date of this AD.

Alternative Methods of Compliance (AMOCs)

(m)(1) The Manager, Seattle Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) AMOCs approved previously in accordance with AD 2002-01-01, are approved as AMOCs for the corresponding provisions of paragraphs (f), (g), and (h) of this AD.

(3) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

(4) An AMOC that provides an acceptable level of safety may be used for any repair required by this AD, if it is approved by an Authorized Representative for the Boeing Commercial Airplanes Delegation Option Authorization Organization who has been authorized by the Manager, Seattle ACO, to make those findings. For a repair method to be approved, the repair must meet the certification basis of the airplane.

Material Incorporated by Reference

(n) You must use Boeing Service Bulletin 737-55A1070, Revision 1, including appendices A, B, and C, dated May 10, 2001; or Boeing Alert Service Bulletin 737-55A1070, Revision 2, dated April 20, 2006; as applicable; to perform the actions that are required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of Boeing Alert Service Bulletin 737-55A1070, Revision 2, dated April 20, 2006, in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) On February 19, 2002 (67 FR 1603, January 14, 2002), the Director of the Federal Register approved the incorporation by reference of Boeing Service Bulletin 737-55A1070, Revision 1, including appendices A, B, and C, dated May 10, 2001.

(3) Contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at http://dms.dot.gov; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Issued in Renton, Washington, on June 7, 2006.
Kevin M. Mullin,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-5430 Filed 6-15-06; 8:45 am]
BILLING CODE 4910-13-P

2006-12-24 General Electric Company: Amendment 39-14650. Docket No. 95-ANE-10-AD.

Effective Date

(a) This AD becomes effective July 21, 2006.

Affected ADs

(b) This AD supersedes AD 95-17-15, Amendment 39-9346.

Applicability

(c) This AD applies to General Electric (GE) CF6-45/-50 and CF6-80A turbofan engines with left-hand side links part numbers (P/Ns) 9204M94P01, 9204M94P03, and 9346M99P01, and right-hand side links, P/Ns 9204M94P02, 9204M94P04, and 9346M99P02, installed on the five-link forward engine mount assembly (also known as Configuration 2). These engines are installed on, but not limited to, Boeing DC10-15, DC10-30, 767, and 747 series airplanes and Airbus Industrie A300 and A310 series airplanes.

Unsafe Condition

(d) This AD results from a report of a cracked side link. We are issuing this AD to prevent failure of the side links and possible engine separation from the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed at every exposure of the side link.

Inspecting and Refurbishing the Side Links

(f) Inspect and refurbish each side link at every exposure of the side links. Use the following GE Aircraft Engines (GEAE) service bulletins (SBs):

(1) For CF6-45/-50 series engines, use 3.A. through 3.E. of the Accomplishment Instructions of GEAE SB CF6-50 S/B 72-1255, dated January 26, 2005.

(2) For CF6-80A series engines, use 3.A. through 3.E. of the Accomplishment Instructions of GEAE SB CF6-80A S/B 72-0797, dated January 26, 2005.

Definition of Exposure of Side Link

(g) A side link is exposed when one or more bolts that attach the side links to the fan frame–front high pressure compressor case are removed, or when the bolt attaching the side link to the mount platform is removed.

Alternative Methods of Compliance

(h) The Manager, Engine Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Material Incorporated by Reference

(i) You must use General Electric Aircraft Engines Service Bulletins CF6-50 S/B 72-1255, dated January 26, 2005, and CF6-80A S/B 72-0797, dated January 26, 2005 to perform the actions required by this AD. The Director of the Federal Register approved the incorporation by reference of these service bulletins in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. You can get a copy of this service information from General Electric Aircraft Engines, CF6 Distribution Clerk, Room 132, 111 Merchant Street, Cincinnati, OH 45246, or at the Office of the Federal Register, 800 North Capitol Street, NW., Suite 700, Washington, DC.

Related Information

(j) None.

Issued in Burlington, Massachusetts, on June 8, 2006.
Thomas Boudreau,
Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. 06-5426 Filed 6-15-06; 8:45 am]
BILLING CODE 4910-13-P

2006-12-26 Boeing: Amendment 39-14652. Docket No. FAA-2006-24173; Directorate Identifier 2005-NM-262-AD.

Effective Date

(a) This AD becomes effective July 21, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Boeing Model 777-200, -300, and -300ER series airplanes, certificated in any category; as identified in Boeing Special Attention Service Bulletin 777-28-0044, Revision 1, dated December 20, 2005.

Unsafe Condition

(d) This AD results from fuel system reviews conducted by the manufacturer. We are issuing this AD to prevent arcing or sparking during a lightning strike at the interface between the bulkhead fittings of the engine fuel feed tube and the front spar inside the fuel tank. This arcing or sparking could provide a potential ignition source inside the fuel tank, which, in combination with flammable fuel vapors, could result in fuel tank explosions and consequent loss of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Inspection and Corrective Actions

(f) Within 60 months after the effective date of this AD, do the actions specified in paragraphs (f)(1), (f)(2), and (f)(3) of this AD for the bulkhead fittings of the engine fuel feed tube for the left and right main fuel tanks. Do all actions in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 777-28-0044, Revision 1, dated December 20, 2005.

(1) Do a general visual inspection of the first bonding jumper aft of the bulkhead fitting to detect damage or failure and to determine the mechanical integrity of its electrical bonding path. If any damage or failure is found during this inspection or if the mechanical integrity of the bonding path is compromised: Before further flight, repair according to a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA. Chapter 28-00-00 of the Boeing 777 Aircraft Maintenance Manual is one approved method.

(2) Measure the bonding resistance between the fitting for the fuel feed tube and the front spar in the left main fuel tank. If the bonding resistance exceeds 0.001 ohm: Before further flight, repair the bonding in accordance with the service bulletin.

(3) Apply additional sealant to completely cover the bulkhead fitting inside the fuel tank.

Actions Accomplished in Accordance With Previous Revision of Service Bulletin

(g) Actions done before the effective date of this AD in accordance with Boeing Special Attention Service bulletin 777-28-0044, dated February 3, 2005, are acceptable for compliance with the requirements of paragraph (f) of this AD.

Alternative Methods of Compliance (AMOCs)

(h)(1) The Manager, Seattle ACO, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Material Incorporated by Reference

(i) You must use Boeing Special Attention Service Bulletin 777-28-0044, Revision 1, dated December 20, 2005, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Issued in Renton, Washington, on June 8, 2006.
Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-5428 Filed 6-15-06; 8:45 am]
BILLING CODE 4910-13-P

2006-13-01 Boeing: Amendment 39-14653. Docket No. FAA-2006-24073; Directorate Identifier 2002-NM-272-AD.

Effective Date

(a) This AD becomes effective July 25, 2006.

Affected ADs

(b) This AD supersedes AD 86-17-05 R1.

Applicability

(c) This AD applies to Boeing Model 727-200 series airplanes, certificated in any category, equipped with a No. 3 cargo door, as identified in Boeing Alert Service Bulletin 727-53A0169, Revision 2, dated May 23, 1986.

Unsafe Condition

(d) This AD results from additional reports of cracking in the forward frame of the No. 3 cargo door cutout. We are issuing this AD to detect and correct cracking of the forward frame and fuselage skin of the No. 3 cargo door cutout, which could result in failure of the frame and consequent rapid decompression of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Requirements of AD 86-17-05 R1 With Reduced Threshold and New Optional Inspection Method

Inspections

(f) At the earlier of the times specified in paragraphs (f)(1) and (f)(2) of this AD: Do a penetrant or detailed inspection of the forward frame of the No. 3 cargo door cutout for cracking, in accordance with paragraph C. of the Accomplishment Instructions of Boeing Alert Service Bulletin 727-53A0169, Revision 2, dated May 23, 1986. After the effective date of this AD, the penetrant or detailed inspection must be done in accordance with paragraph 3.B.3. of the Accomplishment Instructions of Boeing Service Bulletin 727-53A0169, Revision 6, dated September 28, 2002. If any cracking is found, repair in accordance with paragraph (h) or (l) of this AD, as applicable. Repeat the inspection at intervals not to exceed 2,200 flight cycles, until the preventative modification specified in paragraph (n) of this AD is done.

(1) Within the next 300 flight cycles after September 3, 1987 (the effective date of AD 86-17-05 R1), or prior to accumulating 29,000 total flight cycles, whichever occurs later, unless accomplished within the last 1,900 flight cycles.

(2) Prior to accumulating 18,000 total flight cycles, or within 2,200 flight cycles after the effective date of this AD, whichever occurs later.

(g) At the earlier of the times specified in paragraphs (g)(1) and (g)(2) of this AD: Do a detailed inspection of the forward frame of the No. 3 cargo door cutout for cracking, in accordance with paragraphs D. and E. of the Accomplishment Instructions of Boeing Alert Service Bulletin 727-53A0169, Revision 2, dated May 23, 1986. After the effective date of this AD, the detailed inspection must be done in accordance with paragraphs 3.B.4. and 3.B.5. of the Accomplishment Instructions of Boeing Service Bulletin 727-53A0169, Revision 6, dated September 28, 2002. If any cracking is found, repair in accordance with paragraph (h) or (l) of this AD, as applicable. Repeat the inspection at intervals not to exceed 2,200 flight cycles, until the preventative modification specified in paragraph (n) of this AD is done.

(1) Within the next 300 flight cycles after September 3, 1987, or prior to accumulating 35,000 total flight cycles, whichever occurs later, unless accomplished within the last 1,900 flight cycles.

(2) Prior to accumulating 18,000 total flight cycles, or within 2,200 flight cycles after the effective date of this AD, whichever occurs later.

Repair

(h) Before further flight, repair any crack in the forward frame of the No. 3 cargo door cutout found before the effective date of this AD during any inspection required by paragraph (f) or (g) of this AD, in accordance with paragraph G. of the Accomplishment Instructions in Boeing Alert Service Bulletin 727-53A0169, Revision 2, dated May 23, 1986. Repeat the inspections specified in paragraphs (f) and (g) of this AD at intervals not to exceed 2,200 flight cycles, for all areas of the forward frame not covered by the repair, in accordance with the Accomplishment Instructions of paragraphs C., D., and E. of Boeing Alert Service Bulletin 727-53A0169, Revision 2, dated May 23, 1986.

New Requirements of This AD

Inspection of Repairs of the Frame Done Before the Effective Date of the AD

(i) For any repair to the forward frame of the No. 3 cargo door cutout done, as required by paragraph (h) of this AD, before the effective date of this AD: Within 18,000 flight cycles following the repair, or 2,200 flight cycles after the effective date of this AD, whichever occurs later, do a detailed inspection of the repair for cracking in accordance with the Accomplishment Instructions of Boeing Service Bulletin 727-53A0169, Revision 6, dated September 28, 2002. Thereafter, repeat the inspection at intervals not to exceed 2,200 flight cycles, until the preventative modification specified in paragraph (n) of this AD is done.

Note 1: For the purposes of this AD, a detailed inspection is: "An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirror, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate procedures may be required."

New Inspections of Skin Surrounding the Frame

(j) Prior to the accumulation of 18,000 total flight cycles, or within 2,200 flight cycles after the effective date of this AD, whichever occurs later: Do a penetrant or detailed inspection for cracking of the fuselage skin of the No. 3 cargo door cutout between stringers S-24 and S-27, in accordance with paragraph 3.B.3. of the Accomplishment Instructions of Boeing Service Bulletin 727-53A0169, Revision 6, dated September 28, 2002. Repeat the inspection at intervals not to exceed 2,200 flight cycles, until the preventative modification specified in paragraph (n) of this AD is done.

Repair of Cracked Skin

(k) If any crack is found in the fuselage skin during any inspection required by paragraph (j) of this AD: Before further flight, repair the crack using a method approved in accordance with the procedures specified in paragraph (p) of this AD.

Repair of Cracked Frames and Post–Repair Inspections

(l) If, after the effective date of this AD, any crack is found in the forward frame of the No. 3 cargo door cutout during any inspection required by paragraph (f), (g), or (i) of this AD: Before further flight, do the actions specified in paragraph (l)(1), (l)(2), or (l)(3) of this AD, as applicable. Inspect the repair within 18,000 flight cycles following the repair, in accordance with paragraphs 3.B.4. and 3.B.5. of the Accomplishment Instructions of Boeing Service Bulletin 727-53A0169, Revision 6, dated September 28, 2002. Thereafter, repeat the inspections at intervals not to exceed 2,200 flight cycles, until the preventative modification specified in paragraph (n) of this AD is done.

(1) If cracks have not severed the inner flange, do an interim repair using a method approved in accordance with the procedures specified in paragraph (p) of this AD.

(2) Repair the crack in accordance with paragraph 3.B.7.b. of the Accomplishment Instructions of Boeing Service Bulletin 727-53A0169, Revision 6, dated September 28, 2002.

(3) Replace the cracked segment of the frame with a new or serviceable component and install the frame reinforcement preventative modification, in accordance with paragraph 3.B.7.c. of the Accomplishment Instructions of Boeing Service Bulletin 727-53A0169, Revision 6, dated September 28, 2002. This action terminates the requirements of this AD.

Repairs Done According to Previous Issues of the Service Bulletin

(m) Inspections and repairs done before the effective date of this AD in accordance with Boeing Alert Service Bulletin 727-53A0169, Revision 2, dated May 23, 1986; Boeing Service Bulletin 727-53A0169, Revision 3, dated June 11, 1987; Revision 4, dated January 21, 1988; and Revision 5, dated November 2, 1989, are acceptable for compliance with the corresponding requirements of paragraphs (h), (k), and (l) of this AD, as applicable.

Terminating Modification Required by AD 90-06-09

(n) At the same time as the applicable inspections provided in paragraphs (f), (g), (i), and (j) of this AD are accomplished, doing the frame reinforcement preventative modification required by paragraph A. of AD 90-06-09 or the frame reinforcement preventative modification specified in Figure 2 of Boeing Service Bulletins 727-53A0169, Revision 5, dated November 2, 1989; and Revision 6, dated September 28, 2002; terminates the requirements of this AD. Paragraph A. of AD 90-06-09 references Boeing Document D6-54860, Revision C, dated December 11, 1989, "Aging Airplane Structural Modification Program–Model 727" as the appropriate source of service

information for accomplishing the frame reinforcement preventative modification (along with numerous other structural modifications required by paragraph A. of AD 90-06-09).

Information Submission

(o) Although the service bulletins referenced in this AD specify to submit certain information to the manufacturer, this AD does not include that requirement.

Alternative Methods of Compliance (AMOCs)

(p)(1) The Manager, Seattle ACO, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

(3) An AMOC that provides an acceptable level of safety may be used for any repair required by this AD, if it is approved by an Authorized Representative for the Boeing Commercial Airplanes Delegation Option Authorization Organization who has been authorized by the Manager, Seattle ACO, to make those findings. For a repair method to be approved, the repair must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

(4) An AMOC approved previously in accordance with AD 86-17-05 R1, is approved as an AMOC with the corresponding requirements and provisions of this AD.

Material Incorporated by Reference

(q) You must use Boeing Alert Service Bulletin 727-53A0169, Revision 2, dated May 23, 1986; or Boeing Service Bulletin 727-53A0169, Revision 6, dated September 28, 2002; as applicable, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Boeing Alert Service Bulletin 727-53A0169, Revision 2, contains the following effective pages:

Page number	Revision level shown on page	Date shown on page
1, 3–16	2	May 23, 1986.
2	1	March 28, 1986.

Contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Issued in Renton, Washington, on June 9, 2006.
Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-5498 Filed 6-19-06; 8:45 am]
BILLING CODE 4910-13-P

2006-13-02 Empresa Brasileira de Aeronautica S.A. (EMBRAER): Amendment 39-14654. Docket No. FAA-2006-24523; Directorate Identifier 2006-NM-057-AD.

Effective Date

(a) This AD becomes effective July 25, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to EMBRAER Model ERJ 170-100 LR, -100 STD, -100 SE, and -100 SU airplanes, certificated in any category; having serial numbers 17000002 through 17000099 inclusive.

Unsafe Condition

(d) This AD results from reports that excess sealant was applied to the attachment bolts of the negative pressure relief valve, which interfered with the valve's movable diaphragm. We are issuing this AD to prevent incorrect operation of the negative pressure relief valve, which could result in negative pressures that exceed the structural strength limits of the airframe and lead to reduced structural integrity of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Inspection

(f) Within 700 flight hours after the effective date of this AD, perform a general visual inspection of the attachment bolts of the negative pressure relief valve for excess sealant and perform the applicable corrective actions, by accomplishing all applicable actions specified in the Accomplishment Instructions of EMBRAER Service Bulletin 170-21-0014, dated August 19, 2005. Corrective actions must be performed prior to further flight.

Note 1: For the purposes of this AD, a general visual inspection is: "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to ensure visual access to all surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

Alternative Methods of Compliance (AMOCs)

(g)(1) The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Related Information

(h) Brazilian airworthiness directive 2005-12-05, dated January 19, 2006, also addresses the subject of this AD.

Material Incorporated by Reference

(i) You must use EMBRAER Service Bulletin 170-21-0014, dated August 19, 2005, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Empresa Brasileira de Aeronautica S.A. (EMBRAER), P.O. Box 343–CEP 12.225, Sao Jose dos Campos–SP, Brazil, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Issued in Renton, Washington, on June 9, 2006.
Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-5500 Filed 6-19-06; 8:45 am]
BILLING CODE 4910-13-P

2006-13-03 Boeing: Amendment 39-14655. Docket No. FAA-2005-20689; Directorate Identifier 2004-NM-197-AD.

Effective Date

(a) This AD becomes effective July 25, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Boeing Model 757-200, -200PF, and -200CB series airplanes as identified in Boeing Service Bulletin 757-28A0076, Revision 1, dated October 20, 2005; and Model 757-300 series airplanes as identified in Boeing Service Bulletin 757-28A0077, Revision 1, dated October 20, 2005; certificated in any category.

Unsafe Condition

(d) This AD results from fuel system reviews conducted by the manufacturer. We are issuing this AD to prevent arcing or sparking at the interface between the bulkhead fittings of the engine fuel feed tube and the front spar during a lightning strike, which could provide a possible ignition source for the fuel vapor inside the fuel tank and result in a fuel tank explosion.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Service Bulletin References

(f) The term "service bulletin(s)," as used in this AD, means the Accomplishment Instructions of the following service bulletins, as applicable.

(1) For Model 757-200, -200CB, and -200PF series airplanes: Boeing Service Bulletin 757-28A0076, Revision 1, dated October 20, 2005.

(2) For Model 757-300 series airplanes: Boeing Service Bulletin 757-28A0077, Revision 1, dated October 20, 2005.

Hose Fitting and Spar Bonding Rework and Sealant Application

(g) For Group 1 airplanes as identified in the service bulletins: Within 60 months after the effective date of this AD, rework the spar bonding path between the end fitting of the fuel feed hose and the front spar, and apply sealant to the hose fitting on the forward and aft side of the front spar

and to the fitting and tube coupling on both sides of the dry bay wall, in accordance with the applicable service bulletin.

Bonding Resistance Test

(h) For Group 2 airplanes as identified in the service bulletins: Within 60 months after the effective date of this AD, do a bonding resistance test between the fuel feed hose and the front spars of the left and right wings, in accordance with the service bulletins.

(1) If the test meets required resistance limits, before further flight, apply sealant to the end fitting of the fuel feed hose on the aft side of the front spar and to the fitting and tube coupling on both sides of the dry bay wall, in accordance with the applicable service bulletin.

(2) If the test does not meet required resistance limits, before further flight, remove any existing sealant at the front spar; rework the spar bonding path between the end fitting of the fuel feed hose and the front spar to meet bonding resistance test requirements; and apply sealant to the end fitting of the fuel feed hose on the forward and aft sides of the front spar, and to the fitting and tube coupling on both sides of the dry bay wall, in accordance with the applicable service bulletin.

Inspection of Electrical Bonding Jumper

(i) For all airplanes as identified in the service bulletins: Within 60 months after the effective date of this AD, perform a general visual inspection and applicable corrective actions to ensure that an electrical bonding jumper is installed between the engine fuel feed tube and the adjacent wing station 285.65 rib in the left and right wing fuel tanks, in accordance with the applicable service bulletin.

Replacement of O-Ring and Test

(j) For airplanes on which the actions in paragraphs (g) or (h)(2) of this AD were done before the effective date of this AD in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 757-28A0076, dated August 27, 2004; and Boeing Alert Service Bulletin 757-28A0077, dated August 27, 2004; as applicable: Within 60 months after the effective date of this AD, replace the O-ring, part number (P/N) MS29513-330 with a new O-ring, P/N MS29513-328, and do a leak test before further flight after reassembly. Do all actions in accordance with Part B of the Accomplishment Instructions of the applicable service bulletin.

Exception to Accomplishment Instructions in Service Bulletins

(k) Although Boeing Service Bulletin 757-28A0076, Revision 1; and Boeing Service Bulletin 757-28A0077, Revision 1; both dated October 20, 2005, permit operator's equivalent procedures (OEP), this AD would require using the referenced airplane maintenance manuals, except that operators may use their own FAA-approved OEPs to drain the left and right engine fuel tubes, to drain and ventilate the fuel tanks, and to enter the fuel tanks.

Actions Accomplished in Accordance With Original Issues of Service Bulletins

(l) Actions done before the effective date of this AD in accordance with Boeing Alert Service Bulletin 757-28A0076 and Boeing Alert Service Bulletin 757-28A0077, both dated August 27, 2004, are acceptable for compliance with the corresponding requirements of paragraphs (g), (h)(1), (h)(2), and (i) of this AD.

Alternative Methods of Compliance (AMOCs)

(m)(1) The Manager, Seattle Aircraft Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Material Incorporated by Reference

(n) You must use Boeing Service Bulletin 757-28A0076, Revision 1, dated October 20, 2005; or Boeing Service Bulletin 757-28A0077, Revision 1, dated October 20, 2005; as applicable; to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Issued in Renton, Washington, on June 9, 2006.
Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-5501 Filed 6-19-06; 8:45 am]
BILLING CODE 4910-13-P

2006-13-04 Airbus: Amendment 39-14657. Docket No. FAA-2004-19566; Directorate Identifier 2004-NM-72-AD.

Effective Date

(a) This AD becomes effective July 26, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Airbus Model A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, B4-203, B4-601, B4-603, B4-605R, B4-620, B4-622, B4-622R, F4-605R, F4-622R, and C4-605R Variant F airplanes; certificated in any category; except those on which Airbus Modification 13031 or 19575 was accomplished in production.

Unsafe Condition

(d) This AD was prompted by reports of cracking in the web of nose rib 7 of the inner flap. We are issuing this AD to prevent cracking in the web of nose rib 7, which could result in rupture of the attachment fitting between the inner flap and flap track 2, and consequent reduced structural integrity of the flap.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Inspections

(f) Do a detailed inspection, using a borescope or endoscope, for cracking of the vertical stiffeners, and of the horizontal flanges between the stiffeners, of nose rib 7 of the inner flap of the left- and right-hand wings; and do an eddy current inspection to detect cracking in the horizontal flanges of the attachment lug root of nose rib 7 of the inner flap of the left- and right-hand wings; in accordance with the Accomplishment Instructions of Airbus Service Bulletin A300-57-0240 or A300-57-6095, both Revision 01, both dated December 2, 2004, as applicable. Do the initial inspections at the applicable compliance time specified in paragraph (f)(1) or (f)(2) of this AD.

Note 1: For the purposes of this AD, a detailed inspection is: "An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirror, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate procedures may be required."

(1) For airplanes on which nose rib 7 has not been replaced in accordance with Airbus Service Bulletin A300-57-0242 or A300-57-6097, both dated December 18, 2003: Do the initial inspections at the applicable time specified in paragraph (f)(1)(i) or (f)(1)(ii) of this AD.

(i) For airplanes with 18,599 or fewer total flight cycles as of the effective date of this AD: Prior to the accumulation of 5,000 total flight cycles, or within 1,000 flight cycles after the effective date of this AD, whichever is later.

(ii) For airplanes with 18,600 or more total flight cycles as of the effective date of this AD: Within 500 flight cycles after the effective date of this AD.

(2) For airplanes on which nose rib 7 has been replaced in accordance with Airbus Service Bulletin A300-57-0242 or A300-57-6097, both dated December 18, 2003: Do the initial inspection within 5,000 flight cycles after accomplishing the replacement, or within 1,000 flight cycles after the effective date of this AD, whichever is later.

No Crack Found: Repetitive Inspections

(g) If no crack is found during the inspection required by paragraph (f) of this AD: Repeat the inspection at intervals not to exceed 1,000 flight cycles, until the terminating action in paragraph (i) of this AD is completed.

Crack Found: Related Investigative/Corrective Actions

(h) If any crack is found during any inspection required by paragraph (f) or (g) of this AD: Before further flight, replace nose rib 7 with a new, improved rib and do all related investigative actions and applicable corrective actions in accordance with the Accomplishment Instructions of Airbus Service Bulletin A300-57-0245, Revision 01; or A300-57-6100, Revision 01; both dated March 9, 2006; as applicable; except as provided by paragraph (j) of this AD. This terminates the repetitive inspections required by paragraph (g) of this AD for the modified flaps only.

Terminating Action

(i) Within 5,000 flight cycles or 36 months after the effective date of this AD, whichever is first: Replace nose rib 7 with a new, improved rib and do all related investigative actions and applicable corrective actions in accordance with the Accomplishment Instructions of Airbus Service Bulletin A300-57-0245, Revision 01; or A300-57-6100, Revision 01; both dated March 9, 2006; as applicable; except as provided by paragraph (j) of this AD. This terminates the repetitive inspections required by paragraph (g) of this AD.

Repairing Per the FAA or Direction Générale de l'Aviation Civile (DGAC)

(j) If any crack or damage is found for which the applicable service bulletin specifies to contact Airbus: Before further flight, repair per a method approved by either the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the DGAC (or its delegated agent).

No Reporting Required

(k) Airbus Service Bulletins A300-57-0240 and A300-57-6095, both Revision 01, both dated December 2, 2004, specify to submit certain information to the manufacturer, but this AD does not include that requirement.

Actions Accomplished in Accordance With Initial Issue of Service Bulletins

(l) Actions done before the effective date of this AD in accordance with Airbus Service Bulletin A300-57-0245 or A300-57-6100, both dated August 31, 2005, are acceptable for compliance with the requirements of paragraphs (h) and (i) of this AD.

Alternative Methods of Compliance (AMOCs)

(m)(1) The Manager, International Branch, ANM-116, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with 14 CFR 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Related Information

(n) French airworthiness directive F-2005-198, dated December 7, 2005, also addresses the subject of this AD.

Material Incorporated by Reference

(o) You must use the applicable service information identified in Table 1 of this AD to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at http://dms.dot.gov; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

TABLE 1.—MATERIAL INCORPORATED BY REFERENCE

Airbus Service Bulletin	Revision level	Date
A300–57–0240	01	December 2, 2004.
A300–57–0245	01	March 9, 2006.
A300–57–6095	01	December 2, 2004.
A300–57–6100	01	March 9, 2006.

Issued in Renton, Washington, on June 14, 2006.
Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-5530 Filed 6-20-06; 8:45 am]
BILLING CODE 4910-13-P

2006-13-07 McDonnell Douglas: Amendment 39-14660. Docket No. FAA-2005-22557; Directorate Identifier 2005-NM-147-AD.

Effective Date

(a) This AD becomes effective July 27, 2006.

Affected ADs

(b) This AD supersedes AD 2000-14-12.

Applicability

(c) This AD applies to McDonnell Douglas Model MD-11 and MD-11F airplanes, certificated in any category, as identified Boeing Alert Service Bulletin MD11-25A233, Revision 1, dated May 10, 2005.

Unsafe Condition

(d) This AD results from reports of burning and smoldering blankets in the forward crew rest area due to a reading light fixture that came into contact with the blankets after the light was inadvertently left on. We are issuing this AD to prevent a possible flammable condition, which could result in smoke and fire in the forward crew rest area.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Restatement of the Requirements of AD 2000-14-12

Replacement

(f) For airplanes identified in McDonnell Douglas Alert Service Bulletin MD11-25A233, dated June 9, 1999: Within 6 months after August 23, 2000 (the effective date of AD 2000-14-12), replace the upper and lower reading lights in the forward crew rest area with a redesigned light fixture, in accordance with McDonnell Douglas Alert Service Bulletin MD11-25A233, dated June 9, 1999; or Boeing Alert Service Bulletin MD11-25A233, Revision 1, dated May 10, 2005. After the effective date of this AD, do the replacement in accordance with Boeing Alert Service Bulletin MD11-25A233, Revision 1, dated May 10, 2005.

Note 1: McDonnell Douglas Alert Service Bulletin MD11-25A233 refers to AIM Aviation Service Incorporated Service Bulletin AIM-MD11-25-2, Revision C, dated March 8, 1999; and

Revision D, dated March 16, 2005; as additional sources of service information for replacing the upper and lower reading lights in the forward crew rest area.

New Requirements of This AD

Replacement

(g) For all airplanes except those identified in paragraph (f) of this AD: Within 6 months after the effective date of this AD, do the replacement specified in paragraph (f) of this AD.

Parts Installation

(h) As of the effective date of this AD, no person may install, on any airplane, a reading lamp, part number (P/N) 2232, in combination with light fixture, P/N 0200500-001.

Alternative Methods of Compliance (AMOCs)

(i)(1) The Manager, Los Angeles Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with 14 CFR 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

(3) AMOCs approved previously in accordance with AD 2000-14-12, amendment 39-11822, are approved as AMOCs for the corresponding provisions of this AD.

Material Incorporated by Reference

(j) You must use McDonnell Douglas Alert Service Bulletin MD11-25A233, dated June 9, 1999; or Boeing Alert Service Bulletin MD11-25A233, Revision 1, dated May 10, 2005, as applicable, to perform the actions that are required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of Boeing Alert Service Bulletin MD11-25A233, Revision 1, dated May 10, 2005, in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) On August 23, 2000 (65 FR 44672, July 19, 2000), the Director of the Federal Register approved the incorporation by reference of McDonnell Douglas Alert Service Bulletin MD11-25A233, dated June 9, 1999.

(3) Contact Boeing Commercial Airplanes, Long Beach Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Data and Service Management, Dept. C1-L5A (D800-0024), for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., room PL-401, Nassif Building, Washington, DC; on the Internet at http://dms.dot.gov; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

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Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
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2006-13-08 Airbus: Amendment 39-14661. Docket No. FAA-2006-24246; Directorate Identifier 2005-NM-115-AD.

Effective Date

(a) This AD becomes effective July 27, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to the airplanes in table 1 of this AD; certificated in any category.

TABLE 1.—AFFECTED AIRPLANES

(1) A330–201, –202, –203, –223, and –243 airplanes.
(2) A330–301, –302, –303, –321, –322, –323, –341, –342, and –343 airplanes.
(3) A340–211, –212, and –213 airplanes.
(4) A340–311, –312, and –313 airplanes.
(5) A340–541 airplanes.
(6) A340–642 airplanes.

Unsafe Condition

(d) This AD results from a report that the flow metering system (FMS) and the flow metering compact unit (FMCU) of the fire extinguishing system may be blocked by anti-fretting material contamination. We are issuing this AD to prevent such anti-fretting material contamination, which could reduce the effectiveness of the fire extinguisher system to discharge fire extinguishing agents and to lower the concentration of Halon gas in the lower deck cargo compartment (LDCC) and bulk crew rest compartment (BCRC) in a timely manner. An ineffective fire extinguisher system in the event of a fire could result in an uncontrollable fire in the LDCC or BCRC.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Restoration

(f) After the effective date of this AD, after any activation of the fire extinguishing system, before further flight, restore the fire extinguishing system in the LDCC and in the BCRC, as applicable, in accordance with a method approved by either the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the Direction Générale de l'Aviation Civile (or

its delegated agent). The applicable airplane maintenance manual (AMM) in table 2 of this AD is one approved method, provided that the following caution note is included in the work instructions of that AMM:

"CAUTION: APPLY A SMALL QUANTITY OF THE CORRECT GREASE TO THE MALE THREADS OF THE CONNECTIONS. THIS WILL PREVENT DAMAGE TO THE THREADS. MAKE SURE THAT THE GREASE DOES NOT GO INTO THE PIPES. GREASE IN THE PIPES CAN CAUSE A MALFUNCTION OF THE SYSTEM."

TABLE 2.—AMMS

For Model—	Page Block—	Of—
(1) A330–201, –202, –203, –223, –243, –301, –302, –303, –321, –322, –323, –341, –342, and –343 airplanes.	201	Chapter 26–23–00 of Airbus A330 AMM (LDCC–FMS).
(2) A340–311, –312, and –313 airplanes	201	Chapter 26–28–00 of Airbus A340 AMM (BCRC–FMS).
(3) A340–541 and –642 airplanes	201	Chapter 26–28–00 of Airbus A340–500/–600 AMM (BCRC–FMS).
(4) A340–642 airplanes	201	Chapter 26–23–00 of Airbus A340–600 AMM (LDCC–FMCU).
(5) A340–211, –212, and –213 airplanes, and A340–311, –312, and –313 airplanes.	201	Chapter 26–23–00 of Airbus A340 AMM (LDCC–FMS).
(6) A340–541 and –642 airplanes	201	Chapter 26–23–00 of Airbus A340–500/–600 AMM (LDCC–FMS).

Inspections of FMS in the LDCC

(g) For airplanes identified in paragraphs (c)(1) through (c)(5) of this AD inclusive, on which the date of issuance of the original standard airworthiness certificate or the date of issuance of the original export certificate of airworthiness is before October 2, 2004: Except as provided by paragraph (j) of this AD, within 2,400 flight hours after the effective date of this AD, do a one-time general visual inspection for anti-fretting material contamination of the Halon filters and plumbing parts of the FMS in the LDCC, do applicable corrective actions if necessary; and related investigative and other specified actions; in accordance with the Accomplishment Instructions of the applicable service bulletin in Table 3 of this AD. The applicable corrective and related investigative and other specified actions must be done before further flight.

TABLE 3.—SERVICE BULLETINS FOR INSPECTING FMS IN THE LDCC

For Model—	Airbus Service Bulletin—
(1) A330–201, –202, –203, –223, –243, –301, –302, –303, –321, –322, –323, –341, –342, and –343 airplanes.	A330–26–3031, Revision 02, dated February 1, 2005.
(2) A340–211, –212, –213, –311, –312, and –313 airplanes	A340–26–4031, Revision 02, dated February 1, 2005.
(3) A340–541 airplanes	A340–26–5007, dated January 31, 2005.

Note 1: For the purposes of this AD, a general visual inspection is: "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to ensure visual access to all surfaces in the inspection area.

This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

Inspection of FMCU in LDCC

(h) For airplanes identified in paragraph (c)(6) of this AD, on which the date of the original standard airworthiness certificate or the date of issuance of the original export certificate of airworthiness is before October 2, 2004: Except as provided by paragraph (j) of this AD, within 2,400 flight hours after the effective date of this AD, do a one-time general visual inspection for anti-fretting material contamination of the plumbing parts of the FMCU in the LDCC, and do applicable corrective and other specified actions. The actions must be done in accordance with the Accomplishment Instructions of Airbus Service Bulletin A340-26-5008, dated January 31, 2005. The applicable corrective and other specified actions must be done before further flight.

Inspection of the FMS in the BCRC

(i) For airplanes identified in Table 4 of this AD, on which the date of the original standard airworthiness certificate or the date of issuance of the original export certificate of airworthiness is before October 2, 2004: Except as provided by paragraph (j) of this AD, within 2,400 flight hours after the effective date of this AD, do a one-time general visual inspection for anti-fretting material contamination of the Halon filters and plumbing parts of the FMS in the BCRC, do applicable corrective actions if necessary; and related investigative and other specified actions. The actions must be done in accordance with the applicable service bulletin in table 4 of this AD. The applicable corrective and related investigative and other specified actions must be done before further flight.

TABLE 4.—SERVICE BULLETINS FOR INSPECTING FMS IN THE BCRC

For airplanes identified in—	On which—	Do the actions in accordance with the Accomplishment Instructions of—
(1) Paragraphs (c)(5) and (c)(6) of this AD	The BCRC was incorporated in production in accordance with any Airbus modification 47198, 47884, 48895, 48710, 49136, 50107, 50900, or 51320.	Airbus Service Bulletin A340–26–5009, dated January 31, 2005.
(2) Paragraph (c)(4) of this AD	The BCRC was incorporated in production in accordance with Airbus modification 50901.	Airbus Service Bulletin A340–26–4035, dated February 22, 2005.

Compliance Time Extension for Paragraphs (g), (h), and (i) of this AD

(j) The inspection required by paragraphs (g), (h), and (i) of this AD may be done within 6,600 flight hours after the effective date of this AD, provided that you can conclusively determine from reviewing the airplane maintenance records that the fire extinguishing system has never been activated before the effective date of this AD. A log book entry is not acceptable for determining if a fire extinguishing bottle has been activated.

Alternative Methods of Compliance (AMOCs)

(k)(1) The Manager, International Branch, ANM-116, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Related Information

(l) French airworthiness directives F-2005-019 R1 (for Model A330-200 and A330-300 series airplanes) and F-2005-020 R1 (for Model A340-200 and A340-300 series airplanes, and Model A340-541 and A340-642 airplanes), both issued May 11, 2005, also address the subject of this AD.

Material Incorporated by Reference

(m) You must use the service information specified in Table 5 of this AD to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

TABLE 5.—MATERIAL INCORPORATED BY REFERENCE

Airbus Service Bulletin	Revision level	Date
A330–26–3031	02	February 1, 2005.
A340–26–4031	02	February 1, 2005.
A340–26–4035	Original	February 22, 2005.
A340–26–5007	Original	January 31, 2005.
A340–26–5008	Original	January 31, 2005.
A340–26–5009	Original	January 31, 2005.

Issued in Renton, Washington, on June 13, 2006.
Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.
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2006-13-09 Boeing: Amendment 39-14662. Docket No. FAA-2006-24121; Directorate Identifier 2005-NM-248-AD.

Effective Date

(a) This AD becomes effective July 27, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Boeing Model 747-400 and 747-400D series airplanes, certificated in any category; as identified in Boeing Special Attention Service Bulletin 747-25-3371, dated July 28, 2005; equipped with center overhead stowage bins.

Unsafe Condition

(d) This AD results from a manufacturer analysis of the overhead storage bin support structure that demonstrated that the capability of certain existing tie rods does not meet emergency landing load requirements. We are issuing this AD to prevent detachment of the center overhead stowage bins during an extreme forward load event, which could cause injury to passengers and hinder evacuation emergency procedures.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Replace Tie Rods

(f) Within 60 months after the effective date of this AD, replace specified tie rods of the center overhead stowage bins with new, improved tie rods that meet emergency landing load requirements, in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 747-25-3371, dated July 28, 2005.

Alternative Methods of Compliance (AMOCs)

(g)(1) The Manager, Seattle Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Material Incorporated by Reference

(h) You must use Boeing Special Attention Service Bulletin 747-25-3371, dated July 28, 2005, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, WA 98124-2207, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

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Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
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2006-13-13 Boeing: Amendment 39-14666. Docket No. FAA-2006-25102; Directorate Identifier 2006-NM-117-AD.

Effective Date

(a) This AD becomes effective July 7, 2006.

Affected ADs

(b) This AD is related to paragraph (a) of AD 2003-03-15 R1, amendment 39-13366, and paragraph (a) of AD 2003-14-08, amendment 39-13227. This AD does not supersede the requirements of AD 2003-03-15 R1 or AD 2003-14-08.

Applicability

(c) This AD applies to all Boeing Model 737-100, -200, -200C, -300, -400, -500, -600, -700, -700C, -800 and -900 series airplanes, certificated in any category.

Unsafe Condition

(d) This AD results from reports that airplanes have failed to pressurize, and that the flightcrews failed to react properly to the cabin altitude warning horn. We are issuing this AD to prevent failure of the airplane to pressurize and subsequent failure of the flightcrew to recognize and react to a valid cabin altitude warning horn, which could result in incapacitation of the flightcrew due to hypoxia (lack of oxygen in body) and consequent loss of airplane control.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Revising the Airplane Flight Manuals (AFMs)

(f) Within 60 days after the effective date of this AD, revise the Cabin Pressurization procedures in the Normal Procedures section of the AFMs for Model 737-100, -200, -200C, -300, -400, -500, -600, -700, -700C, -800, and -900 series airplanes to include the following procedure:

"For normal operations, the pressurization mode selector should be in AUTO prior to takeoff."

(g) Within 60 days after the effective date of this AD, revise the Emergency Procedures section of the AFMs for Model 737-100, -200, -200C, -300, -400, and -500 series airplanes, or the Non-Normal Procedures section of the AFMs for Model 737-600, -700, -700C, -800, and -900 series airplanes, as applicable, to include the following procedure:

"Warning Horn–Cabin Altitude or Configuration Recall

Condition: An intermittent or steady warning horn sounds:

- In flight an intermittent horn indicates the cabin altitude is at or above 10,000 feet
- On the ground an intermittent horn indicates an improper takeoff configuration when advancing thrust levers to takeoff thrust
- In flight a steady horn indicates an improper landing configuration.

If an intermittent horn sounds in flight:

Oxygen Masks and Regulators.....on, 100%
Crew Communications.....Establish
Do the Cabin Altitude Warning or Rapid Depressurization checklist.

If an intermittent horn sounds on the ground: Assure proper airplane takeoff configuration.
If a steady horn sounds in flight: Assure proper airplane landing configuration."

Optional Action for Certain Requirements of AD 2003-03-15 R1 and AD 2003-14-08

(h) For Model 737-100, -200, -200C, -300, -400, and -500 series airplanes: Using the phrase, "If the intermittent cabin altitude/configuration warning horn sounds in flight:" in place of the phrase, "If the cabin altitude warning horn sounds:", in the revisions to the "Cabin Altitude Warning or Rapid Depressurization" procedure specified in Figures 2 and 3 of AD 2003-03-15 R1, is acceptable for compliance with the requirements of paragraph (a) of AD 2003-03-15 R1. All other requirements of AD 2003-03-15 R1 remain unchanged.

(i) For Model 737-600, -700, -700C, -800, and -900 series airplanes: Using the phrase, "If the intermittent cabin altitude/configuration warning horn sounds in flight:" in place of the phrase, "Condition: The cabin altitude warning horn sounds:", in the revisions to the "Cabin Altitude Warning or Rapid Depressurization" procedure specified in Figure 1 of AD 2003-14-08, is acceptable for compliance with the requirements of paragraph (a) of AD 2003-14-08. All other requirements of AD 2003-14-08 remain unchanged.

Alternative Method To Revising the AFM

(j) The AFM revisions specified in paragraphs (f) and (g) of this AD may be done by inserting a copy of this AD into the AFM.

(k) When statements identical to those specified in paragraphs (f) and (g) of this AD have been included in general revisions of the AFM, then the general revision(s) may be inserted into the AFM, and the copy of the AD may be removed from the applicable revised sections of the AFM.

Alternative Methods of Compliance (AMOCs)

(l)(1) The Manager, Seattle Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Material Incorporated by Reference

(m) None.

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Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.
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